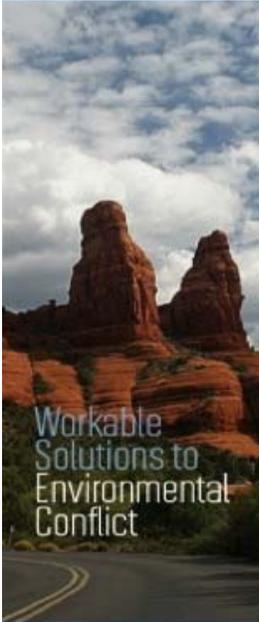


Sierra Vista Ranger District Workshop



**Coronado National Forest
Travel Management Collaboration**

**Sierra Vista
Public & Collaborative Alternative Team Workshop**

June 2, 2012



Workshop convened by the U.S. Institute for Environmental Conflict Resolution

Collaborative technology provided by Group Solutions, Inc.

Report prepared by Group Solutions, Inc., on behalf of the U.S. Institute for Environmental
Conflict Resolution

Table of Contents

Sierra Vista June 2, 2012, Report Summary.....	3
Whetstone Discussion Summary	3
Huachuca Discussion Summary	4
Whetstone EMA Input	7
Huachuca EMA Input	10

Sierra Vista June 2, 2012, Report Summary

Participants and Staff

Participants:

Core CAT Members: 7

Sierra Vista CAT Members: 9

Public Participants: 10

Staff:

U.S. Forest Service Staff: 10

U.S. Institute for Environmental Conflict Resolution: 4

Whetstone Discussion Summary

At the end of the interactive session, participants were asked in a facilitated discussion to share a “big idea” from the session. Following are responses on the Whetstone EMA:

- Primarily landlocked. We support services interest in increasing access
- Public supports more access. They asked for more. We worked hard to get it. It's on the closure list. Why?
- Improve access in the roads that can tie into spurs for improved linkages. Private land ownerships restricts a lot of access
- Access is difficult around Karstner Cavern
- So much restriction, why would we close anything.
- Need more access
- Indicated road comes off county property. Didn't get the access they anticipated from the developer. By altering the level of development, the developer agreed to provide additional access to the forest. Not exactly the green line shown on the map. Before other routes are closed, let's establish the access. THEN close alternate routes
- Access for everyone....or no one
- Same as on the Huachuca
- Concerned about hotshot crews and local fire departments. Closing roads mean they don't have access to fire response
- When Karstner caverns came on the scene two roads were immediately closed. It would be helpful to have this restored
- Access. Even worse in this EMA

- Encourage the Service to go to has blocked access and learn why. Some have legitimate reasons... especially in remote areas close to the border
- Where access to the forest has been blocked, negotiate with landowners. Be willing to play a bit of hardball and expect the same results.

Huachuca Discussion Summary

At the end of the interactive session, participants were asked in a facilitated discussion to share a “big idea” from the session. Following are responses on the Huachuca EMA:

- We need the ATV use. We have enough wildernesses. No more closure to ORV/ATV
- Agree with Mary
- This whole process from a CAT perspective is the need for more information, centralized data in a single location
- Too much of it is scattered/disjointed. Difficult and overwhelming for us to process everything that's coming in
- Seems like all of this could be combined better!
- Time constraints are a big factor. Compresses a lot of work for those of us with day jobs
- Restricted roads are a big issue: uncertain the number needs to be so high
- Generally opposed to more closures
 - 771-0.16L-1 changed reason - unnecessary access. We use this area weekly to plink & camp (others-camping obvious)
- Definitions (riparian areas) need greater consistency
- Access to reference data
- #1 point is before the Forest Service decided to close roads; legal public access needs to be secured. Our maps show a system of roads that seem to show plenty of access. A lot of this depends on access to private lands.
- Representation of these maps aren't a true indication of what's open and what's closed. it doesn't tell you if it cuts through private property or what the easement status might be
- Start with the access the public needs. Represent it isn't full access when it isn't truly open for thoroughfare.
- Consider different motorized challenges for people not just flat graded two wheel drive road and look at vehicle density less roads means more impact to remaining roads.
- As a tour guide and operator I like doing loops. Very negative on loop closures. These probably provide more benefit and less impact on the forest
- Consider different motorized challenges for ORVs
- Consider vehicle density. Fewer roads mean more impact on the what remains
- Good roads cross private grounds
- Many of the spur roads that have been closed are recreational caps. You have to disperse people

- Powerline/pipeline access roads are going to erode. More use can lead to better conditions
- District has come out with some proposed initiatives. East Huachuca Strategy and Nogales strategies were well received. Complete reversal. A strong recreational perspective is needed on the travel management plan. We need to accommodate many people who want motorized and nonmotorized access
- Our club does trail maintenance. We can't get to many of the areas we'd like to for improvements
- Access issues isn't just about the roads. It's about how you get to the roads. Forest Service needs to consider growth patterns, work with local land owners via County Commissions
- I think there are too many roads on Huachuca EMA. A good first step the service should be commended for.
- Coronado took the whole region as a recreation forest a while back. Got shot down
- We must accept some restrictions and accept some balance. Access IS important. Having a good transportation that meets the objectives of the Service and public is a good thing
- No need to close roads that aren't used that much. We don't see other vehicles. Just isn't the density to justify this
- 100 year moratorium on road closures recommended
- Fire last year destroyed 40% of the forest. We don't know where the roads until they are physically surveyed. Change of landscape means we may need new data points for evaluation
- RETAIN existing 2 track roads that lead to stock tanks for hunters
- No more de facto wilderness
- Ditto
- 82 routes are used by the Border patrol that are used daily/weekly.
- Consider more partnerships with clubs that can help roads and trails open. Adopt a road. Adopt a trail. Always grant money for signage and access
- Forest road connectivity deserves attention, especially where private landowners block access
- We need more quiet areas in the wilderness. We need quiet places for handicapped and children. Wilderness areas don't provide all of this option
- Border patrol likes restricted roads. They know if the wrong people are on them they don't need to determine who the bad guys are in high use areas.
- Connectivity of larger loops makes sense. Look at bigger picture loops
- Guys who wrote this report should be here. They don't know.
- Give equal access. No special privileges!
- Access to existing roads and for emergencies.
- The next cat meetings should be held in SV because this is where the discussions are about. AND, the public perception of transparency is essential to this process whether they show up or not.
- 61-10.62L-1 changed reason for closure to 'soil ...allows to spread out for camping
- 4775 unnecessary protection for 'bat gate at cave mine.

- 61-12.21R-1 exploration and recreation
- 5734 'not evident on ground' - on the ground rocky...road exists
- 4760 unnecessary per USFS - NSFR road now doesn't need 2 b closed
- 4772 unnecessary - soil erodes - it erodes regardless define riparian area...in the high desert
- 4770-0.50L-1 goes to a stock tank
- 4914 A signed it is already signed, 4 x 4 road, why unsign?
- 5603 tiger salamander is the 'new reason' ...re-intro bullfrogs...' - loop established road
- 4755 - two roads listed with this number, one does not exist, other not scheduled to b closed
- 4761 rocky not erodible
- 4765 A unnecessary - define - riparian - define
- 228 Disp CG reason changed to soil, water and air...air??? Road density...gives the public options and doesn't get used much n any case
- 228 spur rocky no erosion
- 48-0.74R-1 rocky base and great area to get to camp
- Overall - focus lost again - there is no need to close roads - still need to know when USFS looked at the roads, inventoried the roads, and WHO looked at on the ground. They have not looked at the roads after the fire (probably not since 2009); copies of the owl or hawk studies that are current. Definitions of terms - riparian, unnecessary.

Whetstone EMA Input

Workshop members had the opportunity to comment through an online technology tool (in 9 topical areas) on changes to routes listed in the Sierra Vista Ranger District's proposed action for the Whetstone EMA. Following are the responses of this segment:

Tribal

Environment/ Conservation

- The northern Whetstone Range is virtually inaccessible to the public - what damage is being caused by UDAs? If the public was able to access the area, wouldn't the traffic help to conserve the environment?
- Whetstones need more access. The Forest Service road additions are great. Please try to make sure the budget is large enough to actually get them constructed.

Motorized

- There is limited access to the Forest - why remove any roads!
 - We need both access and good improved roads
- Ditto
- 4014 Why close, is this used for hunting access?
- 4844 Why close, are there other uses?
- 4589 Shows as open
- 4841 Why close this road, what does it access and why isn't it indicated as being closed?
- 778A Provides motorized access to wilderness boundary
 - Need to keep 778A open all the way to the wilderness boundary
- 4848 Look at possible ways to stabilize, no other access in this area
 - Agree - stabilize and keep open
 - Agree
- There are so few roads in the whetstones, why close any???
 - If you close any, please open other routes
- Agree with proposed new roads in the whetstones.
 - Yes!
 - Strongly agree - if new roads are a possibility, why not keep the old?
- 778-1.92L-1 Possible loop for camping
 - Need the loop roads!
- 4843-1.05R-1 Why close, hunter access? Do not see any other routes in this area
 - Need to keep open for hunters, etc.

- Consider the impact of closing roads that could be used for motorized transportation to avoid over use of the roads that are left
 - Yes - these roads help disperse recreation
- Consider road challenges and not just flat graded road for a two-wheel drive, people like a challenge.
 - Agree
- Definitions of reasons for road closures /changes are not clear or described in report.
- USFS does not maintain any roads; the public maintains roads by using them. We explore and plink in the whetstones and rarely see other vehicles. Includes weekdays and weekends. No need to close any roads.
- There are so few access roads in Whetstones that there should not be any closures
- Verify roads that are paid through the Arizona State Parks OHVAG grant funding for motorized roads
- Need more access to the whole area!

Non-Motorized Recreationalists

- Whetstones have too little access. We commend the FS for expanding access. Thank you!
 - Agree, but once access is gained, why decommission any interior roads? This is not designated a WILDERNESS area.
- Route 4596. The proposed change would decommission this road. Comment: If the private landowner (Easter Mountain Ranch LLC) grants motorized access through their property to the Forest boundary, then route 4596 should be designated as "open to all vehicles" as it would provide a valuable connector to the existing road system. In the meantime, it would be wise to designate the road as ML 1 (closed) to retain flexibility to re-open in the future.
- Route 4598-Empirita. The proposed change would provide a newly constructed route to connect the existing Pima County Empirita Ranch property with an existing Forest Road in the northwest portion of the Whetstone Mountains. Comment: We strongly support this proposal as it helps to restore public access to the Whetstones EMA (which is the most landlocked and inaccessible unit in the Coronado National Forest). With a permit from Pima County, forest visitors would be able to enter the national forest to hunt, hike, camp, ride horses, etc.
 - Agree Yes - this public access is needed. The Whetstones are almost landlocked. Pima County access is limited and could change. Open other roads
- Route 4848. The proposed change would designate this route as a non-motorized trail. Comment: We concur and support this proposal. The existing route is badly overgrown and no longer suitable for motorized travel. However, we strongly recommend the proposed non-motorized trail be extended to the Forest boundary at Nogales Spring. We have hiked this area and there is an existing primitive trail on the ground to make this connection. This would help establish an important component of a potential trail connection between Pima County's Empirita Ranch Trailhead and ultimately Kartchner Caverns State Park.
 - Agree - extend trail.
- Route 4589. The proposed change would decommission the portion of this route that goes to Bear Spring on the west side of the Whetstones. Comment: Recommend this route be retained as

"open to all vehicles". It provides access to Bear Spring and to the site of a historic battle between the Apaches and the U.S. Cavalry. It is important that public access be retained so that the site can be visited and interpreted by military history enthusiasts and interested members of the public.

- Strongly agree

- Route 209A. The proposed change would designate this road as "restricted to administrative or permitted use only". Comment: This road should be designated as "open to all vehicles". It was a public access route for many years until it was closed by Kartchner Caverns State Park. We strongly recommend the Forest Service negotiate with the Park a re-opening of this road to the public. It provides good access to the east side of the Whetstones for hunters, hikers, and a variety of forest users.

- Strongly agree!

- Route 208-4018. The proposed change would provide a newly constructed route within the forest boundary to connect French Joe Canyon road with the Middle Canyon road. Comment: We strongly support this proposal. It would restore access to the Middle Canyon road that is currently blocked by Kartchner Caverns State Park. This would enable hikers, hunters, and a variety of forest users to experience a very scenic portion of the forest in the Middle Canyon area. It would also enable hikers to set up shuttles to hike between French Joe and Middle Canyons and would help disperse the generally heavy use that occurs in French Joe Canyon.

- Route 369-Reroute. The proposed change would provide a newly constructed route within the forest boundary to connect Dry Canyon road with French Joe Canyon road. Comment: We strongly support this proposal as it provides important connectivity between Dry Canyon and French Joe Canyon and opens up better hiking and dispersed camping opportunities.

- Route 4844. The proposed change would designate this road as "restricted to administrative or permitted use only". Comment: This road provides good access to the base of the Whetstone Mountains for hunters, hikers, and a variety of forest users. The Whetstones TAP report indicated that this road would be retained and not restricted. Recommend it remain "open to all vehicles" as it supports a recreational purpose.

- Road 4844 needs to stay open to all traffic.

- Route 778-1.38L-1. The proposed change would decommission this road. Comment: This road is an important connection to an existing road that goes to Mescal Spring just south of the Forest boundary. Recommend it be retained as "open to all vehicles" because it provides important access and connectivity for forest visitors.

- It is very important to keep this route open

- There is an 80 acre in-holding called the Trask Parcel. The private landowners have blocked public access along Forest Road 4012 (Cottonwood Canyon Road) by locking gates on the north and west sides of the parcel. With a landowner's permission, we have been able to access Forest Road 4012 from the east, but have not been successful getting permission to travel through the 80 acre in-holding. There is a great need to resolve this critical lack of access, as it places desirable locations such as Wakefield Canyon and upper Cottonwood Canyon too far out of reach for forest visitors. We strongly recommend that during the travel management process, the District consider adding a new (bypass) road around the in-holding to resolve this lack of public access. A map of a proposed bypass road was provided to the SVRD. (Will try to attach it here). It would be about one-half mile long and would link Forest Road 4012 with Forest Road 4841. This would benefit a wide variety of forest visitors who enjoy hunting, hiking, riding horses, camping, etc.

Hunting and Fishing

Permittees

State Government

- Hoping the State will work with the Forest Service to increase access into the Whetstones.

Local Government

- Access to the northern Whetstones was of major concern to hunters, campers, hikers, and even OHV users during a recent rezoning. Cochise County conditioned the docket upon applicant/developer providing access. Why should/would local government become involved if the roads will now be decommissioned?

Huachuca EMA Input

Workshop members had the opportunity through an online technology tool to comment (in 9 topical areas) on changes to routes listed in the Sierra Vista Ranger District's proposed action for the Huachuca EMA. Following are the responses for this segment:

Tribal

Environment/Conservation

- Protecting the environment is imperative to wild places and wild things. That is what brings most publics to this area. Reasonable access to these sites is necessary.
 - There is more than enough wilderness. Have a lot of roads and trails to the edges of wilderness so everyone can enjoy it.
- If roads are being closed due to hawk and owl nest, how many nests are in the entire area?
 - Why close roads if the wildlife are co-existing?
 - Agree
- New report indicates Spotted owl habitat in fire scorched area where there is nothing but sterilized soil and carbon trees. This statement is erroneous.
 - Agree

Motorized

- 4765A Provides a large loop road
 - Agree - Keep 4765A open
 - I agree also. Keep all loops roads open.
- 4782 Hunting access?
 - Agree - Important to hunting. Keep 4782 open
- 4795 What property does this access? Why close it?
- 4856 Does this provide access to the main road?
- 4884 Does this provide access to main road?

- 4912A Other uses. Hunting, camping?
- 5601 Provide access from 4636 to Parker Ranch road?
- 5723A Access around private property
- 5741 Other uses, camping?
- 5747 Leave 4602 open to avoid private property
 - Agree - Keep open
- 5750 Other uses?
- 5752 Legally closed? Why was it closed, only access to this area, used for hunting?
- 5768 Leave open to 4636
- 5777 is this access to public road?
- 4709 old Leave all take out 4713-1.16L-1
- 201-3.24L-1 Look at acquiring access across private property
 - Agree
- 368-Reef Group site - Is this a camping site?
- 4681 from west side 4695 up through drainage into Solider Basin is a good loop road. Part of the lower 4681 doesn't exist anymore and really should be put back in.
 - This particular section is on maps on wall, but not addressed on the proposed changes sheet.
- 4636-0.25R-There isn't access in this area
- 4600-5745 Does this have legal access? 4601 doesn't make sense
- 61-10.62L-1 Camping, hunting?
- 61-13.07L-1 Camping
- 61-14.01L-1 Camping?
- 61-17.68R-1 Can this be the access around private property?
- 636-1.03L-1 Could road be connected to 4607, for a loop road?
- 4653 spur Other uses?
- 4678-0.84L-1 Any other uses?
- 4727-1.13L-3 Leave road, provides a loop 4727-1.13L-5
 - Agree - keep 4727-1.13L-3 open for the loop. It's a safety issue as well as reducing green house gases by not having people drive back out the same route they came in on.
- 4738-1.88L-1 Other uses or challenges, camping, hunting?
- 4742-4740 Provides a loop road
 - We need loop roads.
- 4756-1.56R-1 Leave part of the road to form a loop
 - Agree - loops are good

- What is driving this process? Why are we looking to make it harder to stop illegal traffic through this area? Is it true that much of our mountainous areas are no-go areas for citizens?
 - Keep roads open to make it harder for drug traffickers to operate
- 4786-0.30R-1 Is this used for a group camping area?
- 4914 A signed - Other activities, hunting, camping?
- 5615 spur - Is this a road to private property?
- 4014 Why close, is this used for hunting access?
- 4844 What are the other uses?
- 4589 Maps shows as open
 - Keep open to avoid de facto wilderness
- 4841 Why close this road, what does it access?
- 778A Provides access to wilderness
 - Must keep open to avoid the de facto wilderness issue
- 4848 Look at a way to stabilize this area, might be good "quiet recreation"
 - All recreation - not just quiet. We have plenty of wildernesses for quiet recreation.
- 778-1.92L-1 Possible loop for "quiet recreation"
 - All recreation - not just quiet. We have plenty of wildernesses for quiet recreation.
- 4843-1.05R-1 Why close, hunter access, do not see any other routes for access in this area
 - Keep open for hunters
- 201 B This is a road used often on our dual sport rides. It provides a loop between 201 and 83. This road was in use as recent as 2010
 - Keep open
- 201-3.24L-1 this is a road used also as a loop to
 - Keep loop
- 201-3.24L Loop to brushy canyon, if forest service can use it why can't the taxpaying public?
 - 4636-0.25R-1 Provides a connection between state highway 83 and 4636 and 4892. If road is available to the USFS then as taxpayers leave open
 - FS should keep open
- 4636 Provided 4636 to 5768 to 4749 provided a loop closed access to loop
- 4636-0.25R-1 Why restrict
- Comments should be retained, as well as rationale, not edited or changed with out tracking what was originally there. Reasons for changes must also be stated so that these can be tracked. Using a lineout strategy is much better than just changing without comment.
- 4013-0.34L-1 Use for shooting, camping also cleaning up, meets definition of 300 feet corridor
 - Keep open

- 4013-0.32L-1 Use for shooting, camping meets 300 foot designation
 - Keep open
- 5728 NFSR decommission access to camping, mining 300 foot camping corridor
- 778-1.38L-1 historic route provides camping, birding & other recreational uses
 - Need to leave open
- 5728-0.08L-1 Access to camping
 - Yes - leave open
- 5729 marked to be left open
- 778-1.38-L-2 access to Mescal Spring, camping
 - Keep open
- 5729-0.06R-1 access to camping
 - We need more camping, not less - keep road open
- 4748 new border patrol road, public land if gated invites illegals to access ash canyon
 - Open to public as well as border patrol - let them catch the drug runners
- 4598 keep open until access route is built into northern Whetstones to connect other routes
 - Agree
- 5729-0.06L-1 not needed for camping already have camping areas here
- 5718 & 59 No longer exists after flood
- 367 Do not close to motorized as it access wilderness
 - Don't create more de facto wilderness
- 4786 connects to 4786-0.30R-1
- 4786-0.03R-1 loop road provides several camping spots. Closing this spur road disallows the loop and limits camping
 - 4786-0.3R-1 loop road provides several camping spots, closing this spur road disallows the loop and limits camping
 - Need to leave open for camping
- 5723A 'soil' issues, camping spots this is virtually flat
 - Let them camp
- 5724 camping spot, virtually flat
 - Keep open for camping
- 4592 leave open to connect route from McGrew to Middle canyon
 - Agree
- 796 can reach road via private roads and should be left open for public, no more unauthorized wilderness
 - Agree - no more unauthorized de facto wilderness

- 4596-0.28R-1 Leave open until north access is established for public use
 - Agree
- 4620 no erosion
- 5632 no erosion
- 5630 no erosion, flat
- 5641A flat 2 wheel drive road
- 5728 not steep or erodible access for 300 foot camping corridor
- 4784 USFS spent money to build road why close it but will not allow public access
 - Agree - leave it open
- 201
 - 5724 not erodible flat road
- 5723A not erodible flat road
- 83 Parker Ranch keep open
 - Agree
- 4776 no damage apparent
- 575B bog tank access
- 201 -b Forest service says "does not exist on ground" in May doc, but I used in 2010 - they are in error on this point.
- 201B used as recent as 2010 for dual sport
- 201-3.24L-1 closed for administrative use, used as a loop road for dual sport why is forest service closing
 - 4782 expands wilderness and restricts public lands with no legislation
 - 61-10.62L-1 unauthorized? Helps expand camping areas
 - Keep open for camping
- 4636-0.25R-1 closed for administrative use, used as a loop road for dual sport why is it closed
- General Question: We request who, when each road was inventoried.
- 771-0.16L-1 shooting, camping
 - Agree - keep 771-0.16L-1 open
- 201-3.24L-1 range improvement UFS use only....if the USFS uses the public should be able to use....none of receive more than occasional use
 - Agree - keep open to all, not just rancher or FS
- The fire greatly altered the conditions on these roads and routes. This information has not been included and new surveys or public input from individuals that have recent first-hand access should be relied upon in making these decisions.
- 4775-0.17L-1 small spur for camping, 300 foot rule

- Keep 4775-0.17L-1 - keep open for camping
- Route 4681. The proposed change would decommission 2.43 miles of this road. Comment: This route offers 4WD enthusiasts a scenic backcountry ride and is an important connector between the Soldier Basin area and route 4659. It has high recreational values and should be retained as "open to all vehicles".
 - Agree - keep 4681 open for dispersed recreation and for 4WD use
- 4019 keep open to cave canyon from either direction
 - Agree - keep 4019 open
- 4775 at Y closed to add wilderness, camping
 - Keep 4775 open to provide access to wilderness and camping
- 4636-0.25R-1 should be left as a loop, if USFS can use should be open to public, and again minimal use....public land
 - Agree - keep 4346-0.25R-1 open as loop
- 4776 at Y closing to add wilderness
 - Any attempts to increase de facto wilderness will be opposed by Cochise County
- 61-12..21R-1
- 4017 should remain open to preserve limited access
 - Agree - keep 4017 open
- 61-12.21R-1 use for shooting and camping
 - Agree - need to keep 61-12.21R-1 open
- 4589 should remain open to preserve limited access
 - Agree - Keep 4589 open
- 61-13.07L-1 great camping 300 foot corridor
 - Agree - keep 61-13.07L-1 open
- 4589 should remain open to preserve limited access
 - Agree. Keep 4589 open
- It is important that the impacts of fire be considered on roads - particularly on road losses.
 - Agree. Roads are fabulous fuel breaks and points of access to fight fires.
- 4596 should remain open to preserve limited access
 - Agree - Keep 4596 open
- 5621A camping and hunting
- 4598 should remain open to preserve limited access
 - 4620 camping and hunting no erosion
- 4841 should remain open to preserve limited access
- 7792 should remain open to preserve limited access

- 4620A camping and hunting, no erosion, goes to power line
- 4622 not listed on table
- 4620 listed on two tables
- 5768 - USFS says 'not evident on ground' and "goshawk habitat" now the May document says "spotted owl". We've used 5768 for dual sport mc rides w/in the past 2-4 years
- 208-4018 agree with new construction to improve limited access
- 5622 large hunting and camping areas provides access to Black Oak Cemetery
- Road access for fire fighters and personnel is critical to be able to access anything along the border (there are illegals starting fires - "human cause" has been listed as cause by officials)
- 369 agree with new construction to improve limited access
- 5632 this is 2 wheel drive, no erosion, active area, can accommodate travel trailers
- 4598 - Empirita - agree with new construction to improve limited access
- Parker 83 has been present for 60-70 years and has been used for every hunting season since 1993 that I am aware of. It should not be restricted.
- 4012-0.32L-1 'Mexican spotted owl' per USFS - we use this e
- 5629B loop to 5629. 5629 is open to travel to ranchers gate, 5929B is proposed for closing, at Hwy 83 and 5929B there is barbed wire, can be opened for loop
- 4014.170L-I Agree - add to improve limited access
- 5641 A flat 2 wheel drive, no erosion, smooth driving surface, used for camping and ranching
- 4841.30L-1: Agree - add to improve limited access
- 4013-0.32L-1 "Mexican spotted owl' per USFS - we use this area 1-2 each week. There is 'no habitat' after the fire. This is a 'new' reason inserted in the May document. Not steep or erodible
- 779.1.87R-1: Agree - add to improve limited access
- Empirita Spur - Agree - add to improve limited access
- 4740-41 Goes through a ranch, well travelled, no erosion, probably loops back, we chose not to disturb ranch house, although road is a loop
- South Patagonia's Off-Highway Vehicle Area. The Forest Service received a grant from the Arizona State Parks Off-Highway Vehicle (OHV) Fund to designate a system of roads for motorized recreation. The grant also funded a brochure and map which has been widely disseminated by the Sierra Vista Ranger District. The District's travel management proposal however would decommission all or a portion of the following roads that were designated for the South Patagonia's OHV Area (see also the South Patagonia's Off-Highway Vehicle Access Guide): routes 4680, 4681, 4695A, 5542, 4704, 4670, 4669, 4718, and 4719. The proposal would substantially reduce OHV recreational opportunities in this area. The South Patagonia's OHV Area is the only area in the entire District that has been designated for OHV recreation, and a dramatic reduction in available routes could push OHV users to other areas which may create user conflicts or resource issues. Recommend the Forest Service take a very serious look at each of the routes involved and retain them as "open to all vehicles" or redesignate them as motorized trails. If these routes are closed, it should be noted that the Forest Service may be required to reimburse the Arizona State Parks OHV Fund due to failure to maintain control and tenure of the project. Bottom

line is that the Forest Service needs to recognize the recreational values of these routes. Many of these routes also offer hikers, hunters, and other forest users motorized access to recreational destinations in the forest. Other routes that should be considered for designation as motorized trails include the following: routes 4700, 4703, 4898, 4899, 5518, 5519, 5520, 5522, 5524, 5542, 5543, 5550, 5552, and 5750. All of these routes are proposed for decommissioning yet could provide good opportunities to establish motorized trails to off-set other closures or to help disperse OHV recreational use.

- 4684 Gated but not impassable.
- 4013-0.34L-1 USUS added Mexican spotted owl to May 2012 document. We use this area weekly also. There is no habitat after the fire.
- The level of illegal activity is so overwhelming in the equation, that this is not a standard process. The illegal issue is impacting the equation and impacting the stakeholder dialogue and thinking.
- 4633 access for hunting, middle canyon
- Overall, there are very few of these road that are "as described" on the Forest Service map.
- 778.3.70R-1: Agree - add to improve limited access - disagree with restrictions
- 5728-0.08L-1 USFS added 'spotted owl'
- 4012A.92R-1: Agree - add to improve limited access - disagree with restrictions
- Route 4662-2.33R-1. The proposed change would add this road (1.36 miles) to the forest road system and designate it as "restricted to administrative and permitted use only". Comment: Route 4662-2.33R-1 connects forest roads 4662 and 4675. It is shown on the South Patagonia's Off-Highway Vehicle (OHV) Access Guide as an approved OHV route (it's shown on the access guide map as route 4677). This route has been part of an OHV loop system in the South Patagonia's and has important public access and recreational value. Please see also our comment about the South Patagonia's OHV Area. If this route is suitable for use by a permitted, then it should be open to the public as well. It should be noted that this route is entirely on the national forest and does not traverse any private lands. We strongly recommend this road be designated as "open to all vehicles".
- 5728-0.08L-1 spotted owl added to May document
- .
- It appears that the Forest Service did not actually look at the roads, but worked on the mandate to reduce.
- 5728-0.08L-1 spotted owl added in might doc. steep erodible added this is a camping spot.
- 4012 A-2.08R-1: Agree - add to improve limited access - disagree with restrictions
- 4014-1.57R-1: Agree - add to improve limited access - disagree with restrictions
- 4588.0.63L-1: Agree - add to improve limited access - disagree with restrictions
- 5729-0.06L-2 new USFS comment - erodible...nope this is a camping spot 300ft off the main road
- Route 4675-1.02R-1. The proposed change would add this road (0.76 miles) to the forest road system and designate it as "restricted to administrative and permitted use only". Comment: This route connects forest road 4675 and routes 4677 and 4677-1.09R-1 (which is a proposed addition to the forest road system with a designation as "open to all vehicles"). Route 4675-1.02R-1

provides an OHV backcountry loop opportunity in the South Patagonia's and has important public access and recreational value. Please see also our comment about the South Patagonia's OHV Area. If this route is suitable for use by a permittee, then it should be open to the public as well. It should be noted that this route is entirely on the national forest and does not traverse any private lands. We strongly recommend this road be designated as "open to all vehicles".

- 4588.0.63L-1: Agree - add to improve limited access - disagree with restrictions
- 5759 - 'serve no purpose' new USFS may 2012 comment. Potential to affect soil water and air...air??? This road no longer exists after the fires and floods...does USFS actually look at these roads?
- 5723
- 5723
- 5723
- 5723 A 'USFS' may 2012 reason 'does not exist' previous reason 'soi
- 5723 A USFS may report reason ' does not exist' previous reason soil issues this is camping and FLAT
- 5724 May 2012 document says 'not very evident' camping, flat no soil issues
- 5737 - Do Not Restrict Leave open to public for access
 - Agree
- 796-0.45R-1 USFS is closing 796 so how are they leaving the off shoots open? By way of a note -
- 5736 - Do Not Restrict Leave open to public for access
 - Agree
- 4684 'steep erodible' this is actually gated
- 5723 A - Leave open to public for access
 - Agree
- 796 - Do Not Restrict Leave open to public for access
 - Agree
- 4620 USFS erosion - physically viewed no erosion, obvious recreational use like hunt/camp
- 4620 A - power line road. USFS has 'added' water umbel on may report
- 4013.0.34L-1 - Authorize road and leave open to public for access
- 5718 - Leave open to the public for access
- 595718 - Leave open to the public for access
- 765 was on march report not on may 2012
- 47845718 - Do Not Restrict, Leave open to the public for access
- 4782 5718 - Leave open to the public for access
- 765-0.036L-1 access to stock tank...so driving in brings invasive species? Please define the invasive species.

- 61-10.2L-1 Authorize and leave open to the public
- 765-1.25L-1 not needed for forest service goals. Define forest service goals and which specific one applies
- 61.11.90L-1 Authorize and leave open to the public
- 4749-4740 add as NSFR good, but confusing based on numbering...
- 4775 leave open for public use
- 4776 leave open for public use
- 5641 A 'road not evident on ground' per USFS may report. Used as recently as April 2012
- 61.12.21R-1 Authorize road and allow public use
- 771.0.16L-1 Authorize road and allow public use
- 5622 'new reason - water umbel' - open area camping
- 5629 B allows a loop
- 5733 do not decommission road and allow public use
- 5630 erosion per USFS - flat, camping in use currently
- 5734 do not decommission road - allow public use
- 4772 do not decommission road - allow public use
- 4770.0.50L-1 Do not decommission road - let public use it
- 4914A do not decommission road - allow public use
- 4765A - do not decommission - let the public use it
- 4755 - do not decommission - allow public use
- 4761 - do not decommission - allow public use
- 5632 rocky currently in use for camping and hunting
- 228-spur - Commission for the public
- 5641 A we are not disturbing the wildlife - photo of deer as we were driving though looking at roads
- 4760 do not decommission
- 4759 do NOT RESTRICT from public use
 - Agree strongly - leave 4759 open
- 4782 'new definition' - 'unnecessary access' - define what is unnecessary 'catch all term'
- 4775 unnecessary accesses to riparian - define. Most critters including hawks and owls are very accustomed to humans. We had a hawk nest in our back yard
- 4776 'unnecessary' define what unnecessary access is - since most animals are used to humans
- Keep 4589 open to continue to allow access to wilderness
 - Keep 778A, 778B and 779A open so you are not creating more de facto wilderness
 - The following images were sent post-session to reference roads 5630 and 5641a



- 1:



2:



- 3:



4:

Non-Motorized Recreationalists

- Route 138. The proposal would change the road from "open to all vehicles" to "closed to all vehicles". Comment: If the private landowner will provide permitted access through their property, recommend the route be designated as "restricted to administrative or permitted use only". Rationale is that this route provides important access to a remote portion of the Arizona Trail. It would be very helpful to stage work events from this road (east of the private parcel) as it is very difficult to maintain the trail in this remote area without motorized access. Maintenance of the Arizona Trail in this area is typically very challenging due to heavy growth of cat claw, whitethorn, and other dense vegetation that encroaches on the trail. Recommend the Forest Service provide permitted use on this road for volunteers performing trail maintenance on the Arizona Trail.
- Route 4602. The proposal would change the road from "open to all vehicles" to "closed to all vehicles". Comment: See comment above pertaining to route 138. Route 4602 could also provide important access to the Arizona Trail. If route 138 cannot be designated for permitted use, then recommend route 4602 be designated as "restricted to administrative or permitted use only". This would allow the Forest Service to provide permitted use on this road for volunteers performing trail maintenance on the Arizona Trail.
 - Agree
 - AGREE - people need access to the AZ Trail
- Route 5769. The proposed change would redesignate .87 miles as "restricted to administrative or permitted use only". Comment: This route provide access to a traditional staging area for hikes to Lookout Knoll. It also offers good access for hunting, dispersed camping, and other recreational uses. Recommend it be retained as "open to all vehicles".

- Agree - leave 5769 open
- Route 4759. The proposed change would redesignate 1.76 miles of this road to "restricted to administrative or permitted use only". Comment: This road has important public access and recreational uses. It provides access to the Huachuca's Crest Trail which crosses the road west of the Fort Huachuca boundary. During multiple trash clean-up events along the Crest Trail, this road was used to stage hikes to the clean-up areas and to haul out numerous bags of trash. The road also offers 4WD enthusiasts a scenic backcountry ride into the Huachuca's. Restricting this road would close off a large area of the forest to the public. Recommend it be retained as "open to all vehicles" due to its high value for recreation and public access.
 - Agree - lease 4759 open
 - Agree - we spend public money on the trails - let's have access!
 - Agree
- Routes 4775 and 4776. The proposed change would decommission .25 miles of route 4775 and .29 miles of route 4776. Comment: There are existing dispersed campsites in the area of the junction of route 4775 and route 4776. We do not object to the proposed decommissioning of these roads as long as the Forest Service maintains motorized access to the traditional dispersed campsites in this area. This area offers dispersed camping for folks who hike the Ida Canyon and Oversight Canyon trails.
 - Leave these routes open
- New Access Routes. There are a number of cases where the District's proposal would add unauthorized roads to the forest road system. Examples are: routes 4749-4740, 4732-4734, 4734-4762, 4745-1.24R-1, 5777-0.42R-1, 194-reroute, 194-spur to pvt, 5701-0.60R-1, 4727-1.13L5, 5705-0.08R-1, 5703-spur, 4730-0.60R-2, 201-4.32R-1, 227-1.70R-1, and 48E-Parking. The proposed change would add and designate these roads as "open to all vehicles". Comment: We strongly support all of the District's proposed additions to the forest road system. Many of these routes have very high recreational and public access values and improve the connectivity of the forest road system for all forest users.
 - Agree strongly
 - Agree - we need these additions to spread out recreational use and decrease resource damage from concentrated use
- Route 4721. The proposed change would decommission 1.41 miles of this road. Comment: This route should be redesigned as a non-motorized trail. Rationale is that it offers a hiking route to a ridgeline in the Patagonia Mountains where a hike can be made to Mt Washington.
- Route 4641. The proposed change would redesignate 1.55 miles from "open to all vehicles" to "restricted to administrative or permitted use only". Comment: This road provides access to North Saddle Mountain and has recreational value for a wide variety of forest users. Recommend it be retained as "open to all vehicles". It should be noted that the last .71 miles of route 4641 is proposed to be decommissioned to protect a roost site for the lesser long-nosed bat. We are not objecting to that closure.
 - Agree - keep 4641 open
 - Yes - keep open to all

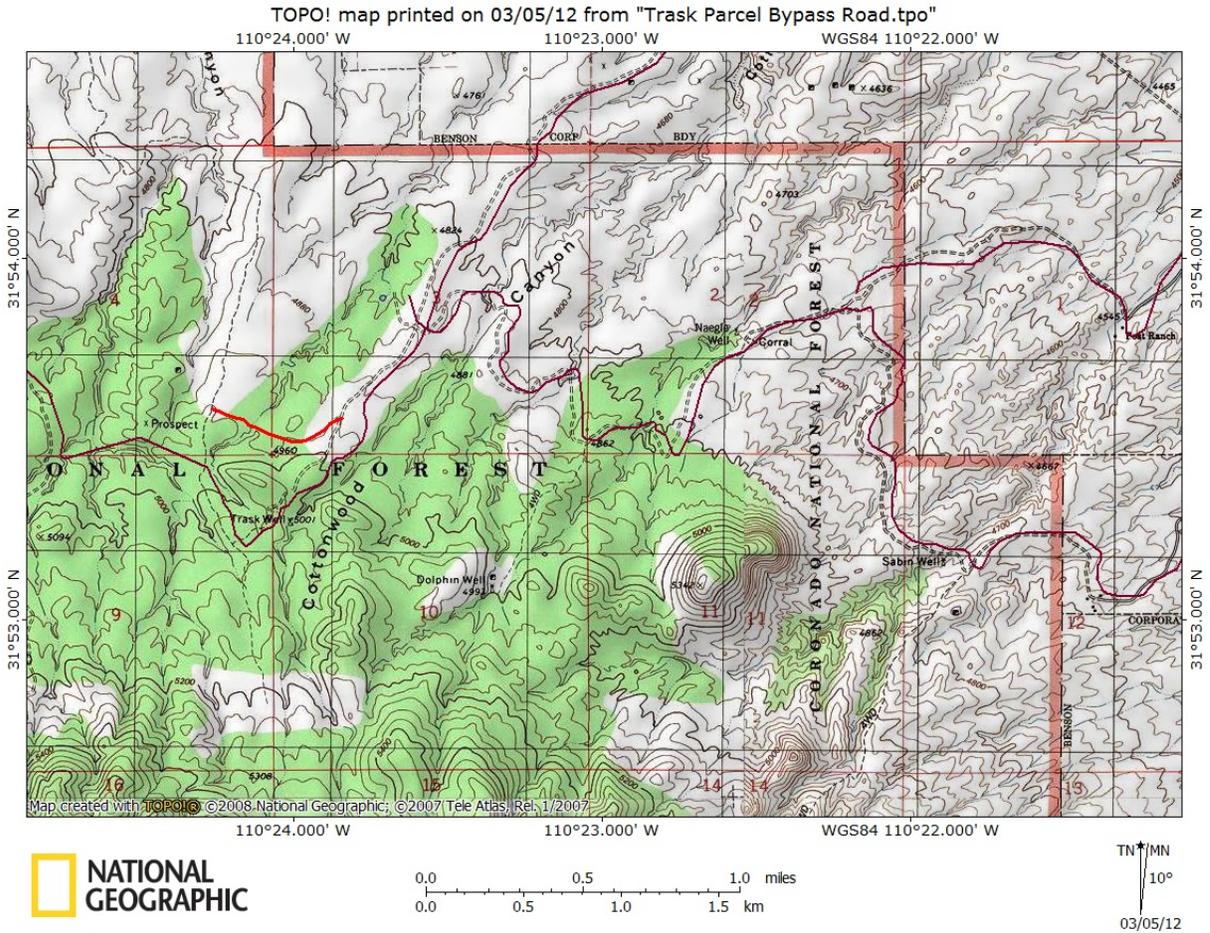
- Route 5752. The proposed change would decommission the entire 2.09 miles of this road. Comment: Route 5752 provides the only motorized access to a large area of the forest southwest of Red Bank Well. It has high recreational value for hikers, hunters, and a variety of forest users. The road offers opportunities for dispersed camping in a scenic and remote portion of the forest. It appears the Forest Service has not considered the recreational values of this road. Strongly recommend it be retained as "open to all vehicles".
 - Agree - keep 4612 open
 - Important to keep open to all for dispersed recreation
- Route 4612. The proposed change would decommission .94 miles of this road. Comment: The proposed change would remove an important connector road. Currently, route 158 is blocked by a private landowner on both sides of the private parcel, i.e., one cannot travel from route 236 through the private parcel to route 158. It is important to retain route 4612 as "open to all vehicles" as it provides connectivity between routes 236, 4610, and 158. Without route 4612, one cannot travel from the Vaughn Canyon road area over to route 158 northwest of the private land. This area has high recreational value and the Forest Service should restore the historical connection between routes 158 and 236 by keeping route 4612 open to all vehicles. In our view, the Huachuca TAP erred by not considering the public access and recreational value provided by this route.
 - Agree - restore historical connections
- Route 4601. The proposed change would decommission this road. Comment: If there is public access along route 4601 from the private lands, we recommend this road be retained as "open to all vehicles". However, if public access is available along route 4600 from the private lands, then we would not object to closing route 4601.
- Route 4695A. The proposed change would decommission the entire 2.13 miles of this road. Comment: This route provides access to Guajalote Flat which is a popular hiking and camping destination. It also offers 4WD enthusiasts a popular semi-loop ride by combining this route with route 4695. Route 4695A has high recreational value and should be retained as "open to all vehicles".
 - Very important area for recreation. Keep open
- Route 201-3.24L-1. The proposed change would add this road (2.43 miles) to the forest road system and designate it as "restricted to administrative and permitted use only". Comment: Route 201-3.24L-1 provides access to Brushy Canyon Road (FR 202) about 1.5 miles from its end where the Lyle Canyon and Korn Canyon Trails begin. Route 201-3.24L-1 thus provides an important access route to these hiking trails and has high recreational value. The four-wheel drive Brushy Canyon Road is typically too difficult to drive to these trails and hikers frequently must park and begin their hike at least 3 miles away from the start of these trails. If route 201-3.24L-1 is suitable for use by a permittee, then it should be open to the public as well. It should be noted that this route is entirely on the national forest and does not traverse any private lands. We strongly recommend this road be designated as "open to all vehicles".
 - Agree - keep it open
 - Need open for access to hiking, camping. Yes - open the route to all of the public
 - Agree

- Route 4636 and route 4636-0.25R-1. For route 4636, the proposed change would decommission 2.01 miles and re-designate 0.31 miles to "restricted to administrative or permitted use only". Route 4636-0.25R-1 would be designated in its entirety as restricted to "administrative or permitted use only". Comment: Route 4636 and route 4636-0.25R-1 offer public access from Hwy 83 to desirable hiking and camping destinations in the very scenic Turkey Creek area. In addition, route 4636-0.25R-1 provides access from route 4636 to route 4749 where hikers can access the Arizona Trail in the Canelo Hills. These routes have high recreational values and should be retained as "open to all vehicles". However, we are not opposed to closure of a short portion of route 4636 where it is in the Turkey Creek drainage (map was provided to SVRD).
 - Agree - keep it open
- Route 4677-1.09R-1 (0.23 miles), route 49-5.04L-1 (0.05 miles), and route 5736-0.23R-1 (0.10 miles). The proposed change would add these roads to the forest road system and designate as "open to all vehicles". Comment: we concur and support this designation.
 - I concur and support
 - Definitely add
- There is currently a lack of balance on the Coronado National Forest. The vast majority of forest users - according to Forest Service surveys - visit the forest for quiet recreation activities. Less than five percent of forest-users come for OHV related activities, but have a disproportionate impact on the majority of forest-users who visit the forest for quiet recreation activities. There should be a better balance of activities on the forest, including areas that ATV's and dirt bikes are excluded from, to provide a quiet recreation experience for those majority of visitors who are looking for this quiet recreation experience. This is particularly pertinent for people who are handicapped or have small children, or are elderly, and do not have the ability to hike into a Wilderness Area to escape the noise. Without areas of quiet on the forest, these people do not have the opportunity to recreate in a manner that is meaningful to them. As such, they have lost a part of their natural and national heritage.
 - There is more than plenty of quiet recreation. There is a disproportionate amount of wilderness and Roadless areas. Let the rest of public use their ATVs for hunting and recreation as well as work. Children and elderly can't always walk far - they love to get on an ATV to get around, as do handicapped people.
 - Agree
- The concept of Multiple Use has been hijacked by special interests to validate many uses that were never conceived of when this concept was developed. Indeed, if one reads Pinchot -the originator of this concept and the first Chief of the forest service - they find that he not only wrote about multiple-use, but the importance of sustainability equally. In the decades after Pinchot left the forest service, the idea of multiple-use took greater precedence, primarily due to external moneyed interests, that were demanding expanded resource production. In 1960, congress stepped in and mandated that sustainability would be an equal value to multiple-use, when it passed the Multiple Use - Sustained Yield Act of 1960. This act also defined and provided examples of appropriate uses, which included hunting, fishing, hiking, Wilderness, picnicking, and pleasure driving on official forest roads. There was no mention at all of ATV's as a multiple-use. Within a decade, ATV use on national forests had become such an issue in terms of their impacts on other users, that the Nixon Administration issued an executive order, signed by Nixon, in an attempt to curtail their use and impacts. In the 40+ years since, there have been numerous directives from different administrations and the forest service, that attempt to get a handle on the issue.

Ironically, the impetus of the Travel Management Planning Rule was an attempt to deal with one of the four major threats (Motorized Recreation) to national forests nation-wide, as identified by the forest service. There are forest that have used this process to address this issue and completely eliminate ATV's and dirt-bikes from their local national forest, or have greatly restricted them to a small portion of the local national forest, to areas that would reflect their numbers as compared to the many other forest visitors who value a quiet recreation experience. This has been very successful and embraced by the majority of forest-users in other areas. The Coronado NF continues to lose this battle and is missing a great opportunity to address this important issue through the Travel Management planning process. The Proposed Actions, thought a complete failure to address the substantial impacts to the majority of forest users by ATV's, represents a loss to the majority for the benefit of the minority.

- The concept of multiple use was hijacked by so called environmental groups. Let's get the roadless inventoried areas off the maps and put in more roads. Let's stop future wilderness designations. ATVs are fun. They are less damaging than heavy trucks. Be happy!
- The current road densities on the Huachuca EMA are in violation of the forest plan. I support the Forest Service's efforts to lower the road density in this EMA through the closure of roads. This will benefit wildlife that are averse to high road density levels, and will benefit watersheds, many of which are currently in poor conditions with poor soil ratings.
 - Maybe the EMA doesn't need to be in place. If road densities are high, that is what people want. Drop the EMA designation.
- Read the Multiple Use - Sustained Yield Act of 1960. Road densities are high because a small minority of users, who violate the law, have established user-created roads, and now want to be rewarded for their illegal behaviour, by having these user-created routes added to the national forest transportation system.
 - Many roads were established before the FS was even created. A lot of roads were legal when established to get to ranch improvements, mining claims, etc. The Forest Service now has the opportunity to help disperse recreation by keeping them open.
- Many people who come to the national forest and are handicapped, elderly, or have small children (that would be me), come for a quiet recreation experience - not to ride on an ATV. Currently ATV's are allowed on more than 2200 miles of the Coronado National Forest. Certainly, ATV users could give up a few miles, to that majority of users who visit the national forest for a quiet recreation experience. Do you not believe in Balance?
- Handicapped, elderly and small children need motorized access to edges of wilderness. ATVs are a fabulous option!
- Why would the handicapped, elderly, and parents of small children, who are visiting the national forest for a quiet recreation experience have or want an ATV? That just doesn't make sense. I am talking about eliminating ATV's from some roads, not eliminating all roads. We would have roads to travel by car or truck to camping sites on the forest, and would not be bothered by ATV's, who would be on other roads.
- A quiet recreation experience is a value to a majority of forest users!
- I strongly support the road closures the Forest Service has proposed on the Huachuca EMA. The road density is currently too high. Good job.

Trask Parcel Bypass Road



Hunting and Fishing

- Border Patrol and leasee access should remain open to public
 - The border Patrol uses tax moneys to maintain roads, we should be able to use them ALL.
 - Agree
 - Agree
- There should not be restricted roads. There is no environmental advantage to limiting travel to only "special "groups.
- Private landowners do not appear to have been consulted on a number of issues in formulating the plan.
- The closure of certain 2-track roads for short distances that lead to stock tanks creates a definite restriction to hunters who pursue ducks and quail. Without access to stock tanks, ranchers cannot maintain these water sources which are critically needed by all types of wildlife. This unnecessarily prevents access for sporting activities as mentioned above. The National Forest is a U.S. citizens' prime opportunity to pursue wildlife activities without paying outlandish expenses.
 - Agree - roads to stock tanks need to be left open

- There are over 80 (eighty) roads that the Border Patrol has listed as daily or weekly use.
 - A portion of the 4609 road is blocked by locked gate preventing public access into Corral Cyn., due to USFW closure request. Consider consulting with FW and opening for public access. This road closure prevents public access to 4600
 - Keep 4609 open to the public
- Retain Road 5701-0.60 R-2 open to Inez Tank.
 - Agree
- Retain Road 5608A off Road 4016 to stock tank.
- Retain Road 4729 off Road 61 (Lochiel Rd) to Huachuca Tank.
- Retain Road 5603 off Road 48 to stock tank.
- Add to the National Forest System: Designate an existing 2-track road on Camping Mesa traveling north off Road 61 adjacent to Road 4777 traveling south. This 2-track road leads to two stock tanks, the second approximately 1.5 miles north of Road 61. This 2-track is not shown on your revised MVUM.
 - Agree
- Roads that are designated restricted but open or by permit only should be open to the public for access as simply restricting the access to some and not to others doesn't enhance the environment in anyway.
 - Agree
 - 4611 should not be restricted
 - Agree
- The road to gate 7 should not be restricted
 - Agree
 - Agree
- Parker 83 provides access to a large area and should not be restricted from hunters
 - Agree
 - Agree
- When considering which roads to keep open for hunting and fishing, please consider the distance of the areas to the population centers.
- Additional tanks that should be granted access to the public: retain Forest Road 5776 to Max Tank; 4732 to Windmill Tank; 4733 to Bill Woods & Dove Tanks; and 4735 to Leslie Tank.
 - Agree
- Access road from 765 to Bog Hole tank does not show up on TAP map. This road should remain open to allow public access to Bog Hole tank.
- Brushy road should not be restricted as it provides access to a huge area for multiple uses.
- Currently, a road exists that ties 202 to 480a around private property but it is not on TAP map. Suggest open road for hunter and leasee use.

- Agree
- 4789 gas GF water development which needs admin. Access for maintenance and utilized by sportsmen.
 - Agree - keep open for all
- From a hunting perspective, most concerned with the area that has Mexico to the south, San Raphael Valley to the west, Parker Canyon Lake to the north, and the intersection of Forest Road 48 and Forest Road 61 to the east. I request that the CAT focus on retaining access via 2-track roads to all stock tanks in this general area.
 - |Agree.
- X-over road from 4768 to 4765 is not on TAP map but provides hunter access , leasee access to stock tank, and agency access to conduct T&E species survey. Add road to plan.
 - Important to keep open for hunters and ranchers, as well as agencies and consultants - add to plan
- 4636bp uses weekly, should not be restricted
 - Keep open to public
- SUGGESTED COMPROMISE from previous meetings and conversations with the Forest Service (including Glenn, the biologist for Sierra Vista District Region, Kathleen, the Sierra Vista District Ranger and Peggy Wilson, the Travel Management Project Leader): the biologist suggested a compromise to not restrict hunting. The compromise was to keep access roads open within a quarter of a mile to the stock ponds. I AGREE!

Permittees

- 5750 -Access needed for salt locations and water improvements, maintenance of horizontal well, (North Red Rock Pasture)
- 5751- Access to new water development and salting A-frame storage. Red Rock
- 4630-361R-1 Access to proposed water project and salt placement, North Red Rock Pasture
- 4628 Access to proposed water project and salt placement, Meadow Valley Pasture
- 4639 Access for maintenance of above ground pipeline, storage tank, 2 troughs and salting, North Red Rock Pasture
- 5557 & 5529 Access for maintenance of new water system and salting, West Kennedy Pasture
- 4797-0.19R1- Need administrative use for supplement and salt locations to draw cattle into unused areas.
- 765-200L-1 Access needed to private property for feeding and well maintenance, Kennedy Pasture
- 827-3.92R1 - Need for administrative use for supplement and salt for better management of forage usage.
- 5504 Access to proposed and approved water line, storage and troughs, salting and supplement feeding, Dunham Pasture
- 4691 Access for supplement feeding and salting, Dunham Pasture
- Why are not hunters "permittees"?

- 5760 Map is incomplete - need access to all water improvements, supplement feeding and salting grounds, year long, for headquarters, Meadow Valley and Red Rock Pastures
- 799-4792 Access to dirt tank, salting and supplement feeding grounds, Upper Williamson
- 4740 Access for maintenance dirt tank and salting

State Government

Local Government

- Request Forest Service re-examine all wilderness and inventoried roadless areas to assure no roads are closed that eliminate any existing access to wilderness and roadless areas. There should be a clear policy to stop creating de facto wilderness in increments every time the Forest travel mgmt plans are revisiting. There should be access up to the very edge of all wildness and roadless areas.
 - Strongly agree. Additional wilderness areas created by lack of vehicular access is a taking
- fs 2477 should be considered in any of the roads that predate 1976
- Gold claims should be respected in these evaluations

Other

- This doesn't relate to any roads in particular. It is to address the fact that any roads that complete a loop, should be left in place, or recreated.
- What FS Regulations guide their decisions on recommendations the CAT provides? Does it have to be 100% consensus or does it matter,
- I have yet to see any justifications as to why any of the FS roads are closed.
- We need all info on one recourse so we may make the most informative decision.
- Road 48C by Parker Canyon Lake shows existing road on map and is not on any FS list. It is gated and locked at end of pavement. Why isn't it in the Scoping or TAP document?
- Need access to all reports referenced in TAP such as range and recreation report, soil/water report, soil/water and recreation report, range report, wildlife report?
- Need access to FS definitions of wildlife corridor, invasive species, predators, Mexican Spotted Owl, Protected Activity Center, goshawk management territory.
- Several roads are not in both the scoping report and the cat documents such as 83 dozer line,
- The FS is proposing closing several roads to water improvements. This are also used by hunters, border patrol and the public. Example 5751-0.37R-1, 5751. 5750,5557.
- What about the unauthorized trails used by illegals and smuggling operations? They are known by many locals...many going through the wilderness areas.
- Data and photos exist on these trails...how is the Service addressing this issue?
- The issue of simply closing miles of existing of existing roads on public lands will not rectify long-term problems. Increases in regulations require added funding for public education, signage, resource enforcement, and etc. Unfortunately, it is up to Congress to appropriate more funds, which has not been available for recreation in most budgets. Resource law enforcement can act as a deterrent, but, it appears that Federal law enforcement has moved away from resource patrol and move toward drug interdiction, due to funding sources.

- General. We concur with many of the proposed changes and believe the Forest Service is taking appropriate action to add unauthorized roads to the national forest road system. These roads are needed to provide access for hunting, hiking, camping, OHV travel, and other public uses. In many cases, the new roads offer improved connectivity throughout the forest and help protect resources by allowing other roads to be closed that are located in sensitive areas. However, we are concerned over the large number and miles of NFSR roads that are proposed to be decommissioned. While we do not object to closures that are clearly justified and have public support, we believe a number of roads proposed for closure could be retained as motorized trails. We believe that motorized trails can be designated in appropriate locations to provide better opportunities for dirt bikes, ATVs and other recreational OHVs and to minimize conflicts with other users. The Sierra Vista Ranger District serves a growing population of residents in Cochise County who value both non-motorized and motorized trail opportunities. We suggest the District re-evaluate roads proposed for decommissioning to ensure their recreational values are fully considered. We also recommend that motorized trails be re-defined to include vehicles less than or equal to 65 inches in width. This is needed to accommodate a growing class of recreational vehicles such as utility terrain vehicles or side x side vehicles (e.g., Rhinos and RZR) that exceed the 50-inch width limitation.
- One suggestion for process improvement is to make sure that all websites and all documents remain posted in the same place throughout the process and be day ordered.
- The border patrol has listed over 80 roads that they use daily or weekly. How could it be even a remote consideration to close these roads from a border security standpoint?
- This process needs to be stopped until the USFS can review all the roads that were affected by the fire can be re-evaluated. USFS personnel stated at the last meeting that they had not bothered to check the roads after the fire to see if they still existed.
- Definitions used by the USFS are not provided on any of the documentation so it is impossible to comment accurately on roads. The USFS should provide exact definitions of "no longer needed to meet forest resource management objective" What is the objective??
- Forest conditions caused by the "unauthorized use" of illegals need to be targeted and mapped before any other trails or hiking opportunities are removed.
- Total proposed roads affected are not available in the current report provided in the packet.
- Term "erodible soils" is a catch all designation. All soils are "erodible" --not a real valid scientific reason. There are erodible soils in Miller Canyon--there it would make sense.
- What is a "PAC"??
- The forest service provide miles for roads to be decommissioned, changed or whatever. But nowhere do they provide the information of the total miles of roads to the open public roads.