



Okanogan-Wenatchee NF Travel Management Plan

July 2016

The future of OHV recreation is in danger and your voice needs to be heard!

The United States Forest Service has proposed their new Motorized Travel Management Plan to the general public in order to get your perspective on the alternatives they have brought forth for the future. This will directly affect the Okanogan-Wenatchee National Forest which extends from as far North as Tonasket, through Chelan, Entiat, Wenatchee, Cle Elum, Naches, and South to Rimrock Lake. The proposed plan has taken many years to get to this stage and we don't want to sit around and let it fall against us and our sport! Roads, trails, and camping are all affected by this new plan in different variations ranging from complete closures to limited access.

Four different options are being presented for discussion and all comments will be taken in to consideration when the USFS makes its final decision on which path to take. The following is a quick summary of the Alternatives A through D:

Alternative A: This option is no different than what is currently in place in the National Forest. It will be used as a baseline to compare all of the other options to. The USFS will not be considering this as an option for the future and are ONLY using this to compare new solutions to. (This alternative will not be considered by the FS)

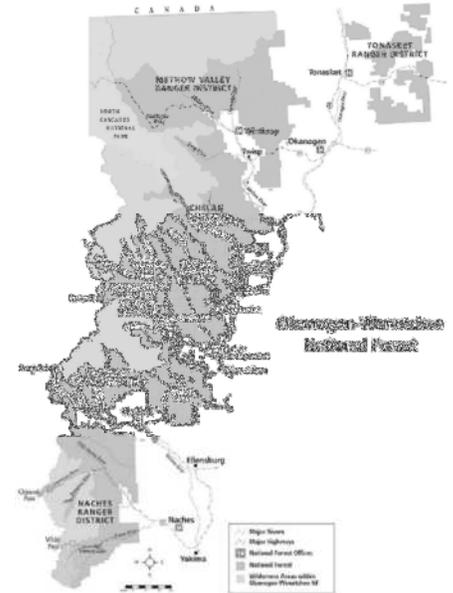


Figure 1. Analysis Area

Okanogan-Wenatchee National Forest Travel Management Draft EA
June 2016

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Alternative B: This option will make any and all cross country travel illegal in the entire forest. However, the Moon and Funny Rocks areas will not be affected. About 2,557 miles of Maintenance Level 1 roads will be closed unless part of an established OHV route. 350 miles of current road will be opened to Wheeled All-Terrain Vehicles (WATVs). Dispersed camping will ONLY be allowed within 300' of the centerline of each road along designated corridors, which equates to about 1,640 miles, BUT motor vehicles would not be allowed within 100' of any water. (This alternative keeps a majority of roads open and is considered "limited access")

Maintenance Levels: Level 1 is a road that has been blocked and motor vehicles are now prohibited to use it. These roads do not show up on the Motor Vehicle Use Maps (MVUMs) and only require drainage maintenance if resources are in danger. Level 5 is a paved road that is regularly used by heavy amounts of traffic. Will have traffic control devices and lane striping.

Alternative C: This option will make any and all cross country travel illegal in the entire forest. However, the Moon and Funny Rocks areas will not be affected. About 2,557 miles of Maintenance Level 1 roads will be closed unless part of an established OHV route. Wheeled All-Terrain Vehicles (WATVs) would not be allowed on any of the current roadways.

Dispersed camping will ONLY be allowed within 300' of the centerline of each road along designated corridors, which equates to about 1,492 miles, BUT motor vehicles would not be allowed within 300' of any water. (This alternative is geared towards shutting down all of our roads, trails, and camping areas to motorized recreation. We strongly encourage against this solution)

Alternative D: This option will make any and all cross country travel illegal in the entire forest. However, the Moon and Funny Rocks areas will not be affected. About 2,557 miles of Maintenance Level 1 roads will be closed unless part of an established OHV route. 350 miles of current road will be opened to Wheeled All-Terrain Vehicles (WATVs). Dispersed camping will be allowed on ALL currently open roadways in the entire forest within 300' of the centerline of each road along designated corridors, which equates to about 5,366 miles, BUT motor vehicles would not be allowed within 100' of any water. (This alternative keeps the most roads open and the most access open to the public. This is the most similar to Alternative A with few restrictions added)

Cross-Country Travel: Driving off of the designated trails and roads.

WOHVA is taking a position to fight for access to all current roads and proposing that more corridors and roads be open to camping and WATV access. As both an advocate for OHV and the Tread Lightly policies, we will also be supporting the closure of certain areas of cross-country vehicle access in the forest. Another major point being pushed is the maintenance plan for the Forest Service on how they plan to budget and provide maintenance with the new Travel Management Plan.



- Explain how the decision may affect you, your family, and/or the public users of the area
- Try to show how your opinions will spur the economy for the surrounding areas

For more information and all of the documentation proposed by the United States Forest Service, please follow this link:

<http://www.fs.usda.gov/detail/okawen/home/?cid=fseprd504482> (or: <http://tinyurl.com/hpbqt7w>)

To comment and voice your opinion on the subject, please send your response to:

okawen-travel-management@fs.fed.us

COMPARISON OF ALTERNATIVES

This section provides a summary of the ability to meet the purpose and need and the effects of implementing each alternative. The data in this table are supported in Chapter 3 and the Resource Specialist Reports.

Table 2-1. Comparison of Alternatives

	Alt. A	Alt. B	Alt. C	Alt. D
Motorized Recreation Opportunities				
Acres Open to Cross Country Motorized Travel	2.6 million	33	33	33
Miles of road open to motorized vehicles	7,923	5,366	5,366	5,366
Miles of road open to WATVs	0	350	0	350
Motorized Access to Dispersed Camping				
Miles of Designated Corridors	n/a	1,640	1,492	5,366
Approximate percent of existing drive-in dispersed campsites located along roads with corridors	n/a	81%	58%	100%
Approximate percent of existing drive-in dispersed campsites located along roads without corridors	n/a	19%	42%	0%
Approximate percent of existing drive-in dispersed campsites with complete motorized access ⁶ .	n/a	56%	42%	69%
Approximate percent of existing drive-in dispersed campsites with partial motorized access ⁷ .	n/a	25%	18%	31%
Approximate percent of existing drive-in dispersed campsites with no motorized access ⁸ .	n/a	19%	42%	0%

The commenting period is ONLY open until July 8th, 2016! If you want a say in what happens to our forests, you must speak up!

When commenting, try to incorporate the following items:

- Give as many facts as you can
- Offer suggestions on changes to an alternative
- State which alternative you are supporting
- Be specific with what you like or don't like about the alternative and give reasons why you feel that way