

**ODNRA OHV Designated Routes Working Group**

**FIELD TOUR/MEETING NOTES**

**November 6-7, 2009**

**Middle Riding Area Field Tour (Nov 6)**

**Meeting – Winchester Bay Community Center (Nov 7)**

**Friday, November 6**

**Welcome and Introductions:**

Field tour attendees gathered at the Douglas County Staging Area on Umpqua Beach Road at 12:30 P.M. Ross Holloway welcomed the attendees, and introduced guests. Working Group members and others introduced themselves. Ross highlighted the field tour objectives, and Sharon Stewart provided an overview of logistics and transportation for the afternoon.

Attendees – Working Group Members and Staff:

| <b>Name</b>   | <b>Representing</b>      | <b>Name</b>   | <b>Representing</b>   |
|---------------|--------------------------|---|-----------------------|
| Ross Holloway | Facilitator              | Sharon Stewart  | SNF – ODNRA           |
| Larry Robison | Coos County Parks Dept   | Barbara Taylor  | Cape Arago Audubon    |
| Jody Phillips | OHV Users                | Scott Ryland  | Organized OHV Groups  |
| Liz Kelly     | USFWS Arrow Coyote       | Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians |                       |
| Ron Price     | OPRD – State ATV Program | Mark Tilton   | Community Leader      |
| Greg Hoover   | OHV Organized Groups     | Doug Duchscher  | OHV Guides/Outfitters |
| Marty Giles   | Non-OHV Guide/Outfitter  | Adele Dawson  | General Public        |

Working Group members not present: Michael Cobb, John Carnahan and John Getz

Attendees – Others:

| <b>Name</b>    | <b>Representing</b> | <b>Name</b>     | <b>Representing</b>       |
|----------------|---------------------|-----------------|---------------------------|
| Courtney Cloyd | USFS – Region 6     | Marty Stein     | SNF - Botanist            |
| Jeff Farm      | OPRD                | Roger Geeting   | SNF – Law Enforcement     |
| Trisha Wymore  | OPRD                | Sarah Wassam    | SNF – Law Enforcement     |
| Jean Ryland    | Self                | Barbara Rowland | Self                      |
| Lance Rowland  | Self                | Gerry Roach     | Self                      |
| Dianne Price   | Self                | Rod Roberts     | Coos County Sheriffs Dept |
| Nick Batz      | Congressman         | Peter DeFazio   |                           |

The group departed for the first stop at 12:50 P.M.

**Stop 1 – Banshee Hill – Group viewed a user created trail on a steep hill in the first (northern-most) forested finger on the east side of the middle riding area. The trail originated as a single track in ~ 1992. Initial efforts to close it were not successful, and it has developed into an increasingly wide trail, with a large “fan” of sand at the base of the hill. This trail connects through to another portion**

**of the open riding area. OHV group reps indicated that this type of trail is desirable because of the challenge it presents, and they believe that such trails should be planned for and provided. This particular trail is well-known among users, and one of the few challenges available. Jeff Farm, Ocean Shores Program Manager for OPRD, talked about OPRD concerns as an adjacent landowner. OPRD land (Umpqua Lighthouse State Park) lies to the north of the middle riding area, and is closed to OHVs. High resource values associated with the area around Lake Marie raise the level of concern about OHV use “spilling over” onto OPRD lands. Group needs to consider potential adjacent landowner impacts when making recommendations for designated routes. Marty Stein, Siuslaw National Forest Botanist shared information about the plant associations in the area. He pointed out that while the plant species present in the ODNRA are not necessarily unique, the plant associations found are very unique.**

Stop 2 – Parabola Dune – Group viewed a parabola dune that lies between the first and second forested fingers. The end of the forested finger provides an example of how user created OHV trails have “cut off” a piece of forested habitat, essentially creating a tree island. Courtney Cloyd, USFS Geologist, provided an overview of the local geology and geologic processes that created the dunes, and continue to change them. The ODNRA contains large portions of the Florence and Coos Bay “dunes sheets”, which originated from sand that has been transported by the Umpqua River over many thousand, or perhaps millions of years. The parent material for the sand is the Cascade Mountains. He explained that the tree islands are indicative of more stable periods, where sand didn’t move as much, and vegetation was able to develop more. He explained how two different types of dunes (transverse and parabola) form, and how vegetation stabilizes sand movement and affects the dune formation process. The introduction of European beach grass in the 1930s is causing more rapid stabilization of dune areas than what occurred historically.

Stop 3 – User Created Trail – Not all vehicles were able to access the planned stop. The group viewed user created trails near the end of another of the forested fingers (fourth finger). Courtney Cloyd pointed out a landslide feature on the slope, and indicated that it may have been triggered by OHV activity on the toe of the slope. The group viewed how European beach grass and scotch broom were invading the parabola dune at this location, and reducing OHV access in this portion of the open riding area. The group also discussed concerns about these invasive species being spread into the forested fingers if designated routes are located in that area. May need to consider locating such routes in a manner that minimizes the potential to spread beach grass and scotch broom into the forested areas of 10C.

Stop 4 – Tree Island in Open Riding Area – The group made a brief stop on the edge of one of the tree island in Area 10B. They noted how user created trails also impact the edges of the tree islands, cutting off small portions of the forested habitat.

Stop 5 – Parking Area Adjacent to Beach, foredune and deflation plain – Following a short rest break, the group walked into an area of the foredune and discussed OHV use in this portion of Area 10C. No routes have been designated in this area. Area is unique in that it does not connect open sand riding areas, due to a beach closure implemented by OPRD. Marty Stein described how foredune stabilization by beach grass has led to more stable wetlands in the deflation plain to the east of the foredune. He also indicated that the deflation plain wetlands do contain rare species. Historically, these wetland areas occurred between the transverse dunes and were more ephemeral in nature, existing for short periods. These wetland areas and the associated vegetation is also “creeping” steadily to the east, reducing the open sand area. Some group members questioned why the foredune area should be closed to OHV use, if it is all covered by non-native beach grass. Marty Stein commented that in the grass dominated portion of the foredune there are very few native species, and therefore not much to protect. One possible reason cited for closing this area was to minimize OHV access to the closed beach. It was pointed out that this could also be accomplished through fencing and through enforcement activity. Liz Kelly asked if the Army Corp of Engineers (COE) would have concerns about the designation of OHV routes within these wetland areas. She agreed to research this issue with the COE.

Stop 6 – Dunal Spring – The group viewed a small pond where a beaver dam has impounded water from a spring in the open riding area. Arrow Coyote described how water sources are culturally significant to

native Americans, and specific cultural sites are often found nearby. This particular site does have evidence of fire-cracked rock in the adjacent vegetation. Courtney Cloyd described how the spring is likely the result of an impermeable clay layer that traps ground water, and it comes to the surface in a place where the sand over the top of the layer is shallower. Trisha Wymore, OPRD Beach Ranger, shared information about users violating the beach closure to the southwest of this area.

Stop 7 – Douglas/Coos County Line at south end of middle riding area – The group viewed a lake (Schuttpelez Lake) and the Research Natural Area that lies to the south of the middle riding area. This area has been closed to OHV use since the 1979 management plan. Marty Stein described the purpose of the RNA. It essentially serves as a “control” area, where human impact is minimized, and the processes of vegetation and dune development can be observed and compared with areas where there is more human activity. The area is not completely closed, but is not subject to any active management or development. Sharon indicated that several colleges and universities do conduct research and field trips to this RNA.

The field tour ended with the group returning to the Staging Area at ~ 4:30 p.m.

### **Saturday, November 7**

#### **Introduction:**

The meeting convened at the Winchester Bay Community Center at 8:30 A.M. Working Group members and others introduced themselves.

Attendees – Working Group Members and Staff:

| <b>Name</b>   | <b>Representing</b>      | <b>Name</b>   | <b>Representing</b>   |
|---------------|--------------------------|---|-----------------------|
| Ross Holloway | Facilitator              | Sharon Stewart  | SNF – ODNRA           |
| Larry Robison | Coos County Parks Dept   | Barbara Taylor  | Cape Arago Audubon    |
| Jody Phillips | OHV Users                | Scott Ryland  | Organized OHV Groups  |
| Liz Kelly     | USFWS Arrow Coyote       | Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians |                       |
| Ron Price     | OPRD – State ATV Program | Mark Tilton   | Community Leader      |
| Greg Hoover   | OHV Organized Groups     | Doug Duchscher  | OHV Guides/Outfitters |
| Marty Giles   | Non-OHV Guide/Outfitter  | Adele Dawson  | General Public        |

Working Group members not present: Michael Cobb, John Carnahan and John Getz

Attendees – Others:

| <b>Name</b>   | <b>Representing</b>    | <b>Name</b>     | <b>Representing</b>                          |
|---------------|------------------------|-----------------|--|
| Jean Ryland   | NW Sand Deuces         | Barbara Rowland | NW Sand Deuces                               |
| Lance Rowland | NW Sand Deuces         | Gerry Roach     | Self (OHV User)                              |
| Dianne Price  | Self (OHV user)        | Alex Powers     | The Umpqua Post                              |
| Carey Jones   | Self                   | Joe Mirvis      | Reedsport/Winchester Bay Chamber of Commerce |
| Ron Korczak   | Self (Mushroom Picker) | Aaron Abraham   | Self (Mushroom Picker)                       |

Ross Holloway described the agenda for the day, and reviewed the materials provided in the packets for Working Group members. He reviewed the meeting objectives, included on the back of the agenda. The October 3 meeting notes were reviewed and discussed. The group revisited the issue of “carrying capacity” and reiterated the need for any information that might be available to help better understand this issue. In response to a request for clarification on the OHV revenue mentioned in the notes, Ron Price explained that

it was a reference to the revenue from ATV program fees for vehicle registration and a portion of state gas tax proceeds. Ross explained that his intent was to have the group review and approve notes from one meeting at the subsequent meeting. However, this does not provide for timely sharing of the meeting notes with those not attending. In the future, he will distribute the draft notes quickly after each meeting, and ask for any additions or corrections within a few days. Final notes will be posted on the FS website sooner.

### **Feedback on Field Tour of Middle Riding Area:**

- Scott Ryland – Commented about the need for some sort of parameters or criteria for the group to use in making recommendations. Ross indicated that was the intent of one of today's agenda items.
- Jody Phillips – Asked what designated routes were present in the NRA today. There are none in the middle riding area. He commented that it will be critical that the group analyze the maps together. Ross indicated that was also planned for the afternoon agenda item. Also requested information on FS revenue collected on the NRA, and how it translates into budgets and expenditures for projects in the NRA. He pointed out that over 50% of the NRA is closed to OHV use, and diverse recreation uses are already provided for.
- Mark Tilton – Commented that the group needs good information on what beach areas are open and closed to OHVs. Ron Price will check to see if OPRD has a GIS layer for this. Mark also commented that it would be desirable to have more information on the real constraints in the wetland areas, so that the group does not waste time making recommendations for routes where they will not be permitted. Would also like information on expenditures for OHV projects and management, i.e. what is the County spending. He suggested that the group may want to include recommendations for funding or funding priorities. Ron Price agreed to provide info OPRD has on what is funded through ATV Program grants, which provides funding for most projects and programs.
- Marty Giles – Commented that she would like to have more information on other recreational uses and users for all three riding areas, as well as the SCORP information discussed at the October meeting. OPRD has some of this information. Ron Price and Sharon Stewart will look in to what is available. Also interested in seeing if revenue can be broken down between different uses. Sharon commented that it was unlikely.
- Liz Kelly – Would like more information on the deflation plain wetlands and what restrictions may apply. Would like to see the Snowy Plover critical habitat areas added to the displays (she agreed to provide the information). Also would like to see the Research Natural Area added to the display. Also interested in cost figures for FS projects and management.
- Greg Hoover – Would like information on the criteria used to designate the current routes. Sharon responded that the current designations were basically “grandfathered” in from earlier management decisions, such as the 1979 and 1994 plans. Ron added that most were probably designated because the FS had maintenance cost records on those particular routes and not others. Greg also commented that based on 8 years of experience in his business, the growth in OHV use has been constant.
- Arrow Coyote – Commented on the significance of the firecracked rock at the Dunal Spring stop, and the need for an archaeological assessment in that area. If it is a significant site, protection should be applied. She commented that only about .5% of these types of sites remain. She also commented that it will be important to involve more of the local community in education

efforts. In response, Scott Ryland pointed out that the ATV fund is already supporting user education efforts.

- Larry Robison – Would like to know what the FS has planned in terms of vegetation management in the foredune areas. Sharon responded that there isn't a formal plan, and that more analysis is needed. Larry also pointed out that there are several user created routes in the south riding area that have deeded access rights associated. This needs to be considered when designating routes in that area.
- Doug Duchscher – Describe a potential stop that the group did not visit, where the FS cut and burned a large portion of the foredune. The result is that the area is now beach grass, where it was previously forested. Sharon responded that she believes it was done to remove plantation shore pine, and reduce the wildfire risk. Similar treatments have also been applied in other areas. He also commented that he believes the group is focusing too much on the cost and revenue issues.
- Barbara Taylor – Would like to know if the distribution of wetlands is similar or different among the three riding areas.

(A complete list of information needs identified during field trip feedback is included on the last page of these meeting notes)

#### **History of Designated Routes Issue on ODNRA:**

Ross Holloway described significant events and management actions that have occurred over the past 37 years that have led to the situation today with existing user trails and designated routes on the ODNRA. He used Powerpoint slides and a written handout to provide the group with background information on the following topics:

- 1972 Executive Order on ORV Use of Public Lands
- 1972 Act creating the ODNRA
- 1979 ODNRA management plan
- 1994 ODNRA management plan
- Management actions following the 1994 plan to the present time
- 2005 Travel Management Rule affecting national forest lands
- Current situation with designated routes and enforcement on the ODNRA
- Future situation with designated routes and enforcement when the Siuslaw National Forest implements the travel management decision in January 2010.

(The handout provided at the meeting, which provides further details on these topics, is attached to these meeting notes).

Key point for the group to be aware of is that the context for specifying what is open to OHV use versus what is closed to OHV use will be reversed by implementation of the travel management rule decision. Currently, the forest must issue a specific closure order to enforce an OHV riding prohibition (i.e. riding off a designated route). While there are closure orders in place for some portions of Management Area 10C, there are not such orders in much of the management area. Following travel management rule implementation, all areas off of OHV routes designated on the map are subject to a closure. No specific closure order is required to enforce the riding prohibition. Group members expressed concerns about the “interim” period, between when the Forest implements the travel management rule decision (publishes motor vehicle use map), and when the current process for designating routes is completed. It is expected that the motor vehicle use map will be updated once a final decision on designated routes occurs. Some group members are concerned about the message sent by not enforcing the designated routes shown on the initial motor vehicle use map.

### **Criteria for Assessing Potential Designated Routes:**

Ross described how the group will use criteria to evaluate various proposals for designated route recommendations. Once a set of criteria is developed and prioritized by the group, Ross will develop a scoring system that individual members can apply as they evaluate specific proposals. Ross referred to a handout distributed earlier to group members, and included in their meeting packets, with some examples of possible evaluation criteria. The example includes several that address goals and objectives in the 1994 Management Plan, as well as others that address other possible concerns (mushroom habitat and emergency responder access). The group was asked to propose potential evaluation criteria, and these were listed on easel sheets. The group listed 16 possible criteria that could be used to evaluate proposals, as follows...

“Extent to which a proposal for a designated route or routes...

- ...Minimizes impacts to native vegetation.
- ...Provides for managed (controlled) OHV riding opportunities.
- ...Connects open riding areas.
- ...Maintains blocks of native vegetation.
- ...Affects the ability of users to use open riding areas (how levels of use are impacted, and thus economic benefits of use are impacted).
- ...Affects the quality of the user experience.
- ...Provides for emergency response vehicle access.
- ...Impacts areas of quality matsutake mushroom habitat.
- ...Impacts known cultural resources.
- ...Avoids or minimizes wetland impacts.
- ...Minimizes impacts to sensitive or listed species and to identified “critical habitat”.

- ...Is in close proximity to special wildlife habitats.
- ...Is either compatible with or in conflict with other uses of the area.
- ...Affects maintenance requirements and the cost of maintenance.
- ...Provides for the safety of users.
- ...Increases the potential for adverse impacts on neighboring landowners.

Ross will distribute the draft criteria to group members, and will ask them each to prioritize them. This information will be used to identify those criteria which are important to the largest number of group members.

**Public Comment:**

Five individuals provided comments as follows...

Ron Korczak – (Commented earlier in the morning, before the designated comment period). Identified himself as a mushroom picker, and expressed concerns about the effects of OHV trails on mushroom habitat and picking areas. Wants to see mushroom picking areas protected.

Barbara Rowland – Expressed concern about individuals just showing up at the meeting, making critical remarks and then leaving. Commented that riders in the NRA come from far and wide, and that any reduction in existing OHV routes will cause increased congestion. Feels that group is focusing too much on dollar issues. Is concerned that so far, there has been no discussion of disabled access to wetland areas and other viewing areas. Feels that concern about noise comes mostly from “anti-OHV” folks, and that adjacent landowners should expect to hear some noise. Would like to know what time of year studies are done to determine if areas are wetlands. Pointed out that most existing trails are not designated routes.

Lance Rowland – Would like to hear a description of this process and how it will be used to make decisions or change rules and regulations. Wants to make sure everyone is clear on where the process is going. Is concerned about empty seats (working group member absences) and would like to see those seats filled.

Gerry Roach – Commented that “environmental” people have 100% access to ODNRA, and the only group that seems to be restricted is OHV users. Supports protection of sensitive areas. Feels it is obvious that OHV users are going to lose part of the fraction that is currently open to their use.

Joe Mirvis – Wants to make sure that the economic impact of OHV use gets considered.

Ross Holloway provided some information in response to the two concerns raised by Lance Rowland. The Working Group process will result in a set of recommendations for designating OHV routes in the three riding areas. Ross will be drafting a recommendations report, which will be reviewed by Working Group members, and by others at a public meeting of the Working Group in the Spring of 2010. With input from that review, Ross will be submitting a final recommendations report to the Forest Service. The recommendations of the group are considered to be part of the scoping for the NEPA process that will take place following the Working Group process. The NEPA process will involve identification of alternatives, analysis of alternatives, additional public input, and eventually a decision on what additional routes to

designate and add to the motor vehicle use map for the forest. On the issue of empty seats, Ross pointed out that two members not in attendance had indicated in advance that they were not available for this meeting. Both were present at the first meeting, and both have indicated their commitment to attend future meetings. The third member absent did not indicate they would be absent, as they had in October. This is a concern, and Ross will follow-up with that member in any effort to either confirm their commitment to attend future meetings, or withdraw from the group.

### **Designated Routes Recommendations for the Middle Riding Area:**

The group reviewed aerial photo displays of the west and east portions of the riding area, on which the location of existing user-created trails had been marked with yellow lines. The group was able to identify several marked trails that they believed did not actually exist in those locations, and identified the need to add existing trails that had not been mapped. Ross will be providing the image files group members so that they can mark additional trail locations and return them to Ross. Ross will work with Forest GIS staff to get the trails added to the display.

Group members identified a number of possible designated route recommendations for the 10C portions of the middle riding area, and brief descriptions of each were written on easel sheets and numbered. Initially, the group identified the two “bookend” proposals. Proposal 1 was to designate all existing user created trails in the middle riding area, and close all future user created trails. Proposal 2 was to designate no routes in the middle riding area and close all existing and future user created trails. For the remaining proposals the group focused first on the eastern portion of the riding area (forested fingers), listing four proposals, and then on the western portion (foredune/deflation plain), with an additional four proposals. The following proposals were recorded during this session...

1. Designate routes on all existing user-created trails in the 10C portion of the riding area, and close all future user-created trails.
2. Designate no routes in the 10C portion of the riding area, and close all existing and future user-created trails. (This could also be considered a proposal to “re-zone” 10C areas to 10A, non-motorized).
3. (East portion of area) Designate one OHV route to cross each forested finger, where there is a need to accommodate riders between open riding areas, avoiding sensitive areas, and close all other user-created trails. (proposed by Liz).
4. (East portion of area) Designate one OHV route to cross each forested finger, connecting the parabola dunes so that one continuous route would exist from north to south through the forested areas, and close all other user-created trails. (proposed by Scott)
5. (East portion of area) Designate a series of routes that provide for adequate access for emergency vehicles, and close all other user-created trails.
6. (East portion of area) Designate a more limited set of routes than Proposal 4. Limit designated routes to one per forested finger in fingers 1, 2 and 5, locating them where existing user-created trails have already created tree islands near the end of the fingers, and close all other user-created trails.
7. (West portion of area) Re-zone all or a portion of this area to 10B, open riding area. Designate a limited number of routes in the portion that remains 10C, and close all other user-created trails. (proposed by Doug)
8. (West portion of area) Designate one route from north to south, parallel to the beach, and re-zone the portion of the area to the east of this route as 10B, open riding area. Close all existing user-created trails on the beach side of the designated route. (proposed by Arrow)
9. (West portion of area) Designate a loop route, with a connector on the south end, and close all other existing user-created trails. (proposed by Jody)
10. (West portion of area) Re-zone the entire area to 10B, open riding to test whether or not unrestricted OHV use will lead to control of the beach grass.

The group agreed that additional work will need to be done by the proponents of several proposals to map out and display the specific routes that would be designated under their proposal. In mapping out routes for Proposal 4, Scott agreed to incorporate the concepts in Proposals 3 and 5. Separate displays will not be needed at this time for the other two proposals. Doug agreed to map out and display Proposal 7. Arrow agreed to do the same for Proposal 8. Jody agreed to do the same for Proposal 9. The remaining proposals do not require further work at this time, since they are either “all or nothing” approaches, or involve re-zoning, not route designation.

### **Wrap Up and Future Planning:**

Next meeting - The group identified January 22 and 23, 2010 for the next field tour and meeting of the Working Group. Both days will focus on the north riding area, and the meeting will take place in the Florence area, with a location to be determined.

The group identified several possible topics and sites to incorporate into the north area field tour, as follows...

- Dog Pond site.
- Mushroom habitat area.
- Incinerator Road area.

Roundtable feedback on the last two days resulted in the following input...

- Provide a vicinity map for future field tours so it is easier to see where we are.
- Get a facility with better heat for the next meeting!
- Good to have meeting objectives and include them on the back of the agenda.

The meeting concluded at 3:20 P.M.

### **Information/Data Needs Requested or Identified During Meeting/Field Tour**

GIS Display/Mapping requests:

- Add beach closure areas to the displays for all three riding areas.
- Add Snowy Plover critical habitat to displays for all three riding areas.
- Add Research Natural Area to middle riding area display.

Other Information requests:

- Information on restrictions in wetland areas.
- Information on other recreational uses on the NRA.
- Information on the distribution of wetland acres between the three riding areas.
- Information on revenue collected by FS on the NRA.
- Information on FS expenditures for recreation management on the NRA.
- Information on State ATV Program Grant funds for NRA projects and programs.
- SCORP data on projected use levels.

### **(Meeting Handout)**

## **Chronology of OHV Designated Routes Issue on the ODNRA**

### **Key Events and Management Actions – 1972 to Present**

#### **1972 – Executive Order 11644--Use of off-road vehicles on the public lands – Called for several key things, as follows...**

"...administrative designation of the specific areas and trails on public lands on which the use of off-road vehicles may be permitted, and areas in which the use of off-road vehicles may not be permitted..."

"...such areas and trails will be based upon the protection of the resources of the public lands, promotion of the safety of all users of those lands, and minimization of conflicts among the various uses of those lands."

"(1) Areas and trails shall be located to minimize damage to soil, watershed, vegetation, or other resources of the public lands.

(2) Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats.

(3) Areas and trails shall be located to minimize conflicts between off-road vehicle use and other existing or proposed recreational uses of the same or neighboring public lands, and to ensure the compatibility of such uses with existing conditions in populated areas, taking into account noise and other factors."

**1972 – Congress passes Public Law 92-260 creating the Oregon Dunes National Recreation Area – "...to provide for the public outdoor recreation use and enjoyment of certain ocean shoreline and dunes, forested areas, fresh water lakes, and recreational facilities in the State of Oregon...and the conservation of scenic, scientific, historic, and other values..."**

**1979 – Management Plan for the Oregon Dunes National Recreation Area – Establishes a plan for management of OHV and other uses on the NRA. Expands previous OHV closure areas to include the area from the Siltcoos River to the**

Umpqua River. Prior to the 1979 plan, 91% of the NRA was open to OHV use. Following implementation of the 1979 plan, 47% of the NRA was open to OHV use.

**1994 – Management Plan for the Oregon Dunes National Recreation Area –** Establishes separate management areas with differing resource emphases within the NRA. These management areas or zones (10A through 10L) restrict or allow OHV use to varying degrees. The eleven management designations and associated acres so designates are as follows:

- 10 (A) – Non-Motorized Undeveloped – 7,830 acres (27%)
- 10 (B) – Off-Road Vehicle Open – 5,930 acres (21%)
- 10 (C) – ORV on Designated Routes – 4,455 acres (15%)
- 10 (D) – Developed Corridors – 1,050 acres (4%)
- 10 (E) – Snowy Plover Habitat – 1,010 acres (3%)
- 10 (F) – Plant, Fish and Wildlife Habitat – 3,120 acres (11%)
- 10 (G) – Wetlands Emphasis – 2,540 acres (9%)
- 10 (H) – Wildlife and Fish Viewing – 315 acres (1%)
- 10 (J) – Recommended Wild and Scenic River – 1,090 acres (4%)
- 10 (K) – Research Natural Area – 1,190 acres (4%)
- 10 (L) – Noise Control Buffer – 370 acres (1%)

Management Areas where some level of OHV use is permitted:

10 (B) – Off-Road Vehicle Open – relatively unrestricted OHV use in areas that are predominantly open sand. May be localized areas within that are closed to OHVs protect special habitats or unique geologic features.

10 (C) – ORV on Designated Routes – Controlled opportunities for OHV riding and travel on designated routes to reach the beach and other areas which are open to OHV use.

10 (D) – Developed Corridors – OHVs only permitted on roadways within developed facilities that are open to OHV use.

10 (G) – Wetlands Emphasis – OHV use only permitted on a limited number of designated routes.

10 (L) – Noise Control Buffer – From 6:00 A.M. to 10:00 P.M. OHVs can travel to and from adjacent private land within east-west aligned corridors. Area is closed to OHVs from 10:00 P.M. to 6:00 A.M.

**Summary of other OHV restrictions that resulted from 1994 Plan adoption and implementation:**

1994:

Non-street legal vehicles are prohibited on NRA paved roadways intended for highway vehicle use.

Non-street legal OHV use is prohibited in developed facilities without direct sand access (Waxmrytle, Lagoon and Bluebill campgrounds).

Closed the areas south of Horsefall Beach Road to provide non-motorized experiences consistent with the areas hiking and equestrian trails.

Noise Control Buffer established.

OHV facilities were converted from 24 hour use to day-use only; Horsfall, South Jetty, and Goosepasture, as well as any future construction. Night riding curfews were established; South Jetty to Siltcoos 10 pm-6 am, and Horsfall to Tenmile midnight to 6 am. Quiet hours between 10 pm and 6 am established in campgrounds, except for Horsfall and Spinreel Campgrounds (midnight to 6 am).

OHV use prohibited at South Jetty Beach Access.

OHVs are restricted to a limited number of designated routes in wetlands and other vegetated areas. (Primary direction was to secure the designated routes from the previous plan in high quality wetlands between open riding areas and the beach).

1995:

Closed Waxmyrtle Road, Oregon State Parks prohibited OHV use on beach from Waxmyrtle Road to Takenitch Closure.

1996:

Most Wetland area designated routes are signed and managed.

1997:

Overflow camping in the Siltcoos Overflow was prohibited to protect wetland resources.

2005:

Designated 135 OHV Dispersed Campsites and established permit system.

#### **Situation Today:**

- “Formally” designated OHV routes are limited to those identified in the 1994 plan. These are generally located between staging areas and open riding areas (upland portion of 10C), and between open riding areas and the beach (wetland portions of 10C). All routes currently designated are within the north and south riding areas. There are currently no designated routes within the middle riding area.
- Only limited portions of Management Area 10 (C) are subject to formal closure orders, whereby the prohibition of riding off of designated routes can be enforced. Closure orders are in place in the wetland areas of Management Area 10 (C), with the exception of the area adjacent to Umpqua Beach.

#### **Travel Management Rule (36 CFR 212, Subpart B, Designation of Roads, Trails, and Areas for Motor Vehicle Use) - Requirements and Effect on OHV Designated Routes Situation:**

Highlights of the Rule:

- Adopted in 2005, with a requirement for implementation by 2010.
- The rule requires each national forest or ranger district to designate those roads, trails, and areas open to motor vehicles.
- Once designation is complete, the rule will prohibit motor vehicle use off the designated system or inconsistent with the designations.

- Designations will be shown on a motor vehicle use map. Use inconsistent with the designations will be prohibited.

**Situation after January 2010 (approximate date for implementation of Travel Management Rule decision on Siuslaw National Forest):**

- Those existing routes in Management Area 10 (C) that are shown on the “motor vehicle use map” will become the “designated routes”, and motor vehicle use will be prohibited off of those routes.
- Specific closure orders will no longer be necessary in order for the motor vehicle use prohibition to be enforceable.
- Forest realizes that the Designated Routes Working Group process, and subsequent NEPA process is likely to result in identification of additional routes to be designated in Management Area 10(C). In this interim period, between implementation of the Travel Management Rule decision and a final decision on other designated routes, the emphasis will be on education, not enforcement.