

XI. RECREATION

Introduction

The Red Whale project area encompasses developed and dispersed recreation experiences including rental cabins, access to non-motorized and motorized trails, driving for pleasure and river access sites for the North Fork Flathead River (refer to Map 3-10 for a display of these recreational opportunities).

Information Sources

Information for this analysis was gathered through observations made during routine maintenance and surveys of recreation facilities. Road and trail mileages reported were obtained from the Flathead National Forest GIS database.

The evaluation of direct, indirect and cumulative effects on recreation used the most recent and available information, as well as data related to past, present, and reasonably foreseeable events that have occurred or may occur in the recreation analysis area. Applicable past, present and foreseeable events described in the Scope of the Analysis section of Chapter 1 were considered during the evaluation of the affected environment. The condition of the affected environment, together with the applicable reasonably foreseeable events as described in the above-mentioned section, were considered during the analysis of the environmental effects of the alternatives. The listed events that are not specifically analyzed or mentioned in the following discussion were considered to have no potential effect on the recreation resource.

Analysis Area Description

This analysis of the recreational resource will focus on recreational activities specific to NFS lands within the Red Whale Project area as described in Chapter 1.

Affected Environment/Existing Condition

Developed Sites

The developed sites in the analysis area include rental cabins, river access sites, and one campground. Wurtz, Ford, Hornet, Schnaus, and Rover cabins are popular rentals. Schnaus, Wurtz, and Rover are available for rent year-round while Ford is available every month except April and May and Hornet is available during the summer months only. Both Ford Cabin and Hornet (Hornet is actually a former lookout) are on the National Historic Register. Schnaus and Ford cabins have units either directly bordering the site or adjacent.

There are two river access sites on the North Fork Flathead River – Ford and Polebridge. These provide river users developed parking, toilets, and primitive ramps access to the river.

Red Meadow Campground is approximately 12 miles west on Forest Road #115 (Red Meadow). It is a 6 unit free-use campground located on Red Meadow Lake.

Dispersed Use

The analysis area contains several Forest Roads, which recreationists use for dispersed activities during the summer and winter such as camping, driving for pleasure, wildlife watching, hiking access, picnicking, huckleberry picking, firewood gathering, hunting, fishing, snowmobiling, cross country skiing, or just the opportunity to be outdoors.

The North Fork Valley is popular for dispersed use from both local and out of town visitors. A key feature of the North Fork Valley is Polebridge, a small town that is one of the gateways to Glacier National Park (GNP). Many of our Flathead National Forest dispersed users visit GNP along with their forest visit.

Hay Creek Road #376 is popular with dogsledders. An event occurs each winter called the Root Beer Classic where local dogsled teams gather and race on a series of designated snowmobile routes on Hay Creek Road.

Administrative Facilities

Cyclone Lookout is located at the end of Trail #40 (Cyclone Lookout). It is an active lookout for the Hungry Horse and Glacier View Ranger District's fire program.

Access Management

Summer Trails

The following table depicts the summer trails and their existing travel management within the analysis area.

Table 3-77. Trails within the Red Whale Analysis Area

Trail Name - #	Mileage in Project Area	Access Management
Moose Creek #9	4.8	Non-motorized
Chain Lakes #377	1.1	Non-motorized
Nasakoin #375	5.3	Non-motorized
Whitefish Divide #26	9.4	Non-motorized
Link Lake #372	1.1	Non-motorized
Hornet Lookout #349	0.9	Non-motorized
Mt. Hefty #15	0.1	Non-motorized
Moose Creek #6	0.1	Non-motorized
Hay Creek #3	5.6	Open to ATV and motorcycles yearlong
Moran Creek #2	2.9	Open to motorcycles from 7/1 to 8/31

Trail Name - #	Mileage in Project Area	Access Management
Coal Ridge #14	12.3	Open to motorcycles from 7/1 to 8/31
Coal Ridge/Coal Creek #239	2.8	Open to ATV and motorcycles yearlong
Cyclone LO #40	1.5	Open to motorcycles yearlong

The system trails accessed by the existing open roads in the analysis area can be accomplished as a day hike by the average hiker. Several of the trails in the analysis area are quite popular such as trails #372, #349, and #375. Others see fewer users throughout the course of a summer; however, this is subjective based on changing trends and use patterns of recreationists. For example, Trail #329 has seen recent attention from a volunteer and is getting more non-motorized use as a result.

Wheeled motorized use is either prohibited or accepted on system trails. Trails #3, #2, #14, and #239 are acceptable for wheeled motorized use. Over the last 5 to 7 years trail budgets have declined and these trails have not been maintained to standard to accommodate stock or wheeled motorized use alike. Thus, the motorized and stock use has been minimal during that timeframe.

Roads

In general, driving for pleasure is one of the most popular recreation activities. Wheeled motorized access on forest roads also provides users access for hiking, firewood gathering, hunting, fishing, camping, huckleberry picking, ATV/motorcycle riding, wildlife viewing, stock use, and just appreciating their National Forests from a vehicle.

Within the project area, there is approximately 64 miles of either open yearlong road or seasonally open road available to wheeled motorized users (does not include the North Fork County Road).

Winter Motorized Use

The Flathead National Forest Winter Motorized Recreation Plan Record of Decision was signed November 17, 2006. This plan designates winter-motorized routes, play areas, and seasons for snowmobile recreation throughout the FNF depicted on the Over the Snow Motor Vehicle Use Map (refer to this map in the recreation section of the project file). Snowmobiling in the analysis area is restricted to designated snowmobile routes with scattered play areas along the western edge of the analysis area, closer to Whitefish Divide.

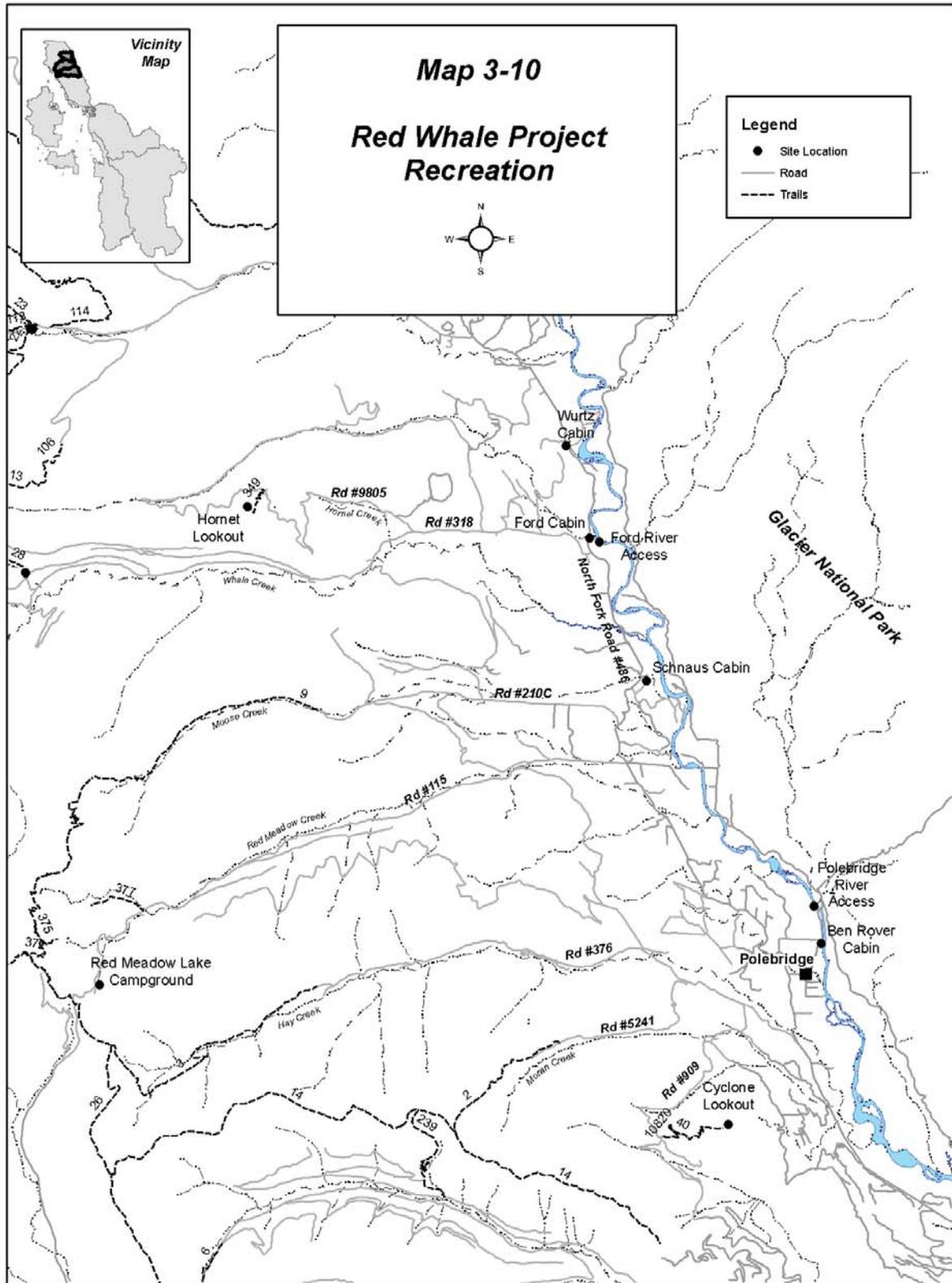
Table 3-78. Snowmobile Routes within the Red Whale Analysis Area.

Designated Route	Play Area Access	Snowmobile Season
Wedge Canyon #907	N	Open Yearlong
Hornet #9805	N	Open Yearlong
Whale Creek #318	N	Open Yearlong

Designated Route	Play Area Access	Snowmobile Season
Center Mountain. #1671	N	Open Seasonally 12/1-3/31
#5307	N	Open Yearlong
Moose Creek #210C	N	Open Yearlong
Red Meadow Moose cut across #1677	N	Open Seasonally 12/1-3/31
Red Meadow #115	Y	Open Yearlong and Open Seasonally 12/1-3/31
#1685	N	Open Seasonally 12/1-3/31
#1681	N	Open Seasonally 12/1-3/31
Hay Creek #376	Y	Open Yearlong
Moran Creek #5241	Y	Open Yearlong

Special Use Authorizations

There are 9 non-recreation special uses authorized within the Red Whale Project area. They include authorizations for private water systems, roads accessing private property and hay meadows. There are a number of special use permits issued for commercial and institutional outfitter guides on the North Fork Flathead River.



Environmental Consequences

Direct and Indirect Effects of Alternative 1 (No Action)

The No Action alternative would not treat fuels, perform the prescribed burns or provide permanent access to the State lands.

The project area is used for year round motorized and non-motorized recreation such as driving for pleasure, river access, huckleberry picking, camping, hiking, hunting, and just enjoying the natural environment. In general, recreation would continue as it is now under the current management direction. The developed sites including the rental cabins, dispersed recreation pursuits, and Wild and Scenic River values would be unaffected if the no action alternative were implemented.

There would be no changes to the existing access management thus access to trailheads, wheeled motorized use (roads and trails), and snowmobile seasons

Direct and Indirect Effects Common to Alternatives 2, 3, and 4

There would be no effects to recreation resources from the prescribed burns and the access to state lands detailed in the three action alternatives.

Developed Sites

There would no direct effects from the action alternatives on most of the developed sites except for Schnaus and Ford rental cabins. Both cabins have units in close proximity to them. Schnaus Cabin is within the eastern portion of Unit M and Unit C is just west of the Ford Cabin across the North Fork Road. Harvest activities associated with Unit M have the potential to disturb the renters at Schnaus Cabin via noise and dust. Design criteria detailed in Chapter 2 would mitigate these effects. Harvest activities in Unit C are not presumed to interrupt the Ford Cabin renters since the North Fork Road separates the unit and the cabin.

The proposed fuels treatments in Unit M around Schnaus Cabin and Unit C just west of the Ford Cabin would result in reduced fuel loads adjacent to these federally owned structures and allows the Forest Service an opportunity to practice “Firewise” structure mitigations techniques first hand. Treating the eastern portion of Unit M and Unit C increases the Forest Service’s credibility in respect to fuels reduction within the Wild Land Urban Interface. Alternatives 2 and 4 have the same amount of acres proposed for treatments (C = 21 acres; M = 123 acres) adjacent or near these cabins while Alternative 3 has less acres proposed (C = 5 acres; M = 25 acres). Although there is some difference in acres between the alternatives the affected acreage directly adjacent or near the cabins is the same among the alternatives.

Hornet Lookout reservations would be directly affected by the temporary restriction on Hornet Road #9805 to compensate for treating Units B and D (this temporary restriction would only occur if these units are not treated during the winter) which would result in increased activity in the Lower Whale Subunit. Road #9805 would be temporarily gated 2 miles below the trailhead

to the lookout anywhere from 1 to 2 months depending on the action alternative. Hornet Lookout is available for rent from June through October. The cabin program is quite popular and Hornet Lookout is the district's only lookout rented to the public. In an average year, it is rented every weekend from June through September. If the fuels treatments do occur in the summer then access to Hornet Cabin would be restricted and the cabin program would suffer lost revenue (potentially up to \$800 in revenues).

Access Management – Trails and Roads

For these recreation components, refer to the individual effects analysis for each of the alternatives.

Winter Motorized Recreation

In all action alternatives, there are varying numbers of roads where gates may be replaced with berms on designated snowmobile routes. These features will be designed as snowmobile negotiable berms (see Chapter 2 design criteria common to all alternatives). Snowmobiles would retain access on these designated routes but would be subject to the general snowmobile season of December 1 through March 31.

If roads are gated (both proposed or existing), then snowmobiles would also be subject to the same general snowmobile season as described above. However, if roads remain open yearlong, then there is no specific snowmobiling season and technically could be available year-round to snowmobiles if there was adequate snow. Snowmobiling off the confines of these roads, though, would be restricted to the general snowmobile season of December 1 through March 31.

If either Moran Creek Road #5241 or Hay Creek Road #376 is needed to access any of the fuels reduction treatments units in the winter, all alternatives include measures that would restrict snowmobiling only to the weekends on these two roads. If other designated snowmobile routes are needed for fuels treatment they may be temporarily closed while work is going on, thus snowmobiles would have to find alternate designated routes or areas to use.

Special Use Authorizations

There are treatment units adjacent to most of the 9 non-recreation special use permit holder's private lands. These private landowners were included on the scoping notices, the permitted improvements are known, permittees can locate the improvements on the ground and the Forest Service would ensure the contractor would protect or avoid them during the treatment activities. There should be no effect to the permitted uses.

Administrative Facilities

Cyclone Lookout is located at the end of Trail #40 should have no direct or indirect effects from the Red Whale Project.

Direct and Indirect Effects of Alternative 2

Access Management

Summer Trails. Table 2-3 in Chapter 2 depicts the changes to the existing wheeled motorized open and or seasonally open system trails in the analysis area by Alternative 2. In summary, 24 miles of motorized trails (4 trails – Hay Creek #3, Coal Ridge #14, Moran #2, and Coal Creek/Coal Ridge #239) would be close to wheeled motorized use (motorcycles and ATVs). Special orders would be amended and these closures would also be implemented immediately and carried forward into the 2008 Hungry Horse Glacier View Travel Planning as the existing condition.

Roads. Table 2-3 in Chapter 2 depicts changes to the road system from Alternative 2. Within Alternative 2, no roads are outright closed to wheeled motorized vehicles, but there are some that would have a restricted season of use.

The following are current open roads (yearlong) that would become open seasonally to wheeled motorized use in this alternative:

- Hay Creek Road #376 (about 4 miles of this road)
- Several spurs off of Road #376

These access changes would be implemented prior to fuel treatments. The restricted season would allow wheeled motorized vehicles on these roads from July 1 to November 30.

Seasonal restricting the Hay Creek roads would have an effect on all spring-motorized travel, including spring bear hunters. The spring bear season is from April 15 to May 31 and they would be limited to non-motorized means for access during these dates. After July 1, motorized use could resume and would include access to Trail #3 for camping, hunting, fishing etc.

The Hay Creek Trail #3 is accessed from Hay Creek Road #376. It is realistic that Trail #3 would see less use during the spring months until the road opened providing motorized access to the trailhead on July 1. The district prioritizes trail maintenance based on snow meltout, use patterns, and access. The maintenance for Trail #3 would be scheduled after July 1 due to the new access restrictions.

Temporary Mitigations. If fuels treatments do not occur in the winter season for units S1, S2, S3, and S4 then the last 1.2 miles at the end of the Moose Creek Road #210C would be closed to motorized travel for approximately 4 months. The road accesses the 5-mile long #9 Moose Creek Trail. The temporary mitigation would add another 1.2 miles onto this non-motorized trail experience. The additional mileage may deter some users. Trail maintenance would become a lower priority with accessible trails taking precedents.

Dispersed Use

Seasonally restrictions on Hay Creek Road #376 west of the gravel pit would limit the recreation users to the period of July 1 to November 30 for motorized access for dispersed activities such as camping, driving for pleasure, wildlife watching, hiking access, picnicking, huckleberry picking, firewood gathering, hunting, fishing, or just the opportunity to be outdoors.

Winter Motorized Use

Hay Creek Road #376 would be gated just west of the gravel pit approximately 2 miles west of the North Fork Road (about 2 miles from this point to the end of the road would be affected). The general snowmobile season of December 1 through March 31 would apply to the gated or new seasonal portion of the Hay Creek Road as it currently does to the designated play area.

Direct and Indirect Effects of Alternative 3*Access Management*

Summer Trails. Table 2-3 in Chapter 2 depicts the changes to the existing wheeled motorized open and or seasonally open system trails in the analysis area by Alternative 3. In summary, 25 miles of motorized trails (5 trails – Hay Creek #3, Coal Ridge #14, Moran #2, Coal Creek/Coal Ridge #239, and Cyclone Lookout #40) would be close to wheeled motorized use (motorcycles and ATVs). Special orders would be amended and these closures would also be implemented immediately and carried forward into the 2008 Hungry Horse Glacier View Travel Planning as the existing condition.

Roads. Table 2-3 in Chapter 2 depicts changes to the road system from Alternative 3. Alternative 3 includes considerably more changes to the road system within the project area than the other alternatives. The following are current open roads (either seasonally or yearlong) that would be closed yearlong to wheeled motorized use in this alternative:

- Red Meadow Road #115
- Several spurs off of Road #115
- Hay Creek Road #376
- Several spurs off of Road #376
- Moran Creek Road #5241

These access changes would be implemented prior to fuel treatments.

In general, driving for pleasure is one of the most popular recreation activities. Wheeled motorized access on forest roads also provides users access for hiking, firewood gathering, hunting, fishing, camping, huckleberry picking, wildlife viewing, stock use, and just appreciating their National Forests from a vehicle. Restricting the above-mentioned forest roads especially Red Meadow, Hay, and Moran Creek from wheeled motorized use would eliminate these roads from being used for the majority of these activities. However, some users may choose to

continue to use the closed roadbed in a non-motorized means but the majority of users would find other wheeled motorized access to continue the range of recreation experiences they desire.

Red Meadow Road #115 accesses the west side of the Whitefish Divide. It is considered as a safety, fire, or emergency access out of the North Fork Valley area. Closing a portion of this road, as a thru route would cause emergency travel to use either the Trail Creek Road #114 to Graves Creek or the North Fork County Road to Columbia Falls.

Red Meadow Road #115 is also a popular driving for pleasure route/loop between Whitefish, Olney, Glacier National Park, and the North Fork of the Flathead River corridor. Restricting wheeled motorized use on this road would eliminate this activity for the local and visitor alike. The road accesses the Red Meadow Lake Campground and trailheads for the Link Lake, Chain Lakes, Nasakoin Mountain and Whitefish Divide trails, Glacier National Park, and the North Fork of the Flathead River. Restricting wheeled motorized access would change how users access these key recreation attractions. For example, this would require a person either already in the North Fork at Polebridge or at Red Meadow Lake who wanted to experience the recreation features found on the opposite side of the closure to drive at a minimum an additional 60 miles since they would have to travel north to Trail Creek or south to Whitefish and then access Road #115 from the west or east depending on their location. Use of the Trail Creek Road #114 would increase; it is narrow, not as conducive to trailer traffic, and prone to landslides. The increase in public use may result in upgrading and improving Road #114 to provide for public safety.

The Hay Creek Road #376 accesses Trail #3 (Hay Creek) directly and Trail #26 (Whitefish Divide) indirectly. The Moran Creek Road #5241 accesses Trails #2 (Moran Creek) directly and indirectly #14 (Moran), #239 (Coal Creek/Coal Ridge), and #26 (Whitefish Divide). In this alternative, all or a portion of both roads are closed to wheeled motorized access. This action increases the distance the non-motorized user must travel to access the original trailhead. Currently, these trails can be used as day use experiences. By closing each road by approximately 4 miles, day hikes would become overnight experiences to the average hiker. A stock user or mountain biker may not be affected by the increase in trail distances.

Typically, closed roads used as trails increase the maintenance cost per mile due to the increased tread width, original road design, vegetation growth, and structures. The alder has a tendency to revegetate the roadbed and create a 'tunnel experience' so to speak. Hikers and stock users are generally negatively affected traveling through these walls of vegetation since they cannot see what is ahead. From professional experience, hikers would prefer to hike on a trail tread verses a roadbed.

Temporary Mitigations. If fuels treatments do not occur in the winter season for unit S4 then the last 1.2 miles at the end of the Moose Creek Road #210C would be closed to motorized travel for approximately 2 months. The road accesses the 5-mile long #9 Moose Creek Trail. The temporary mitigation would add another 1.2 miles onto this non-motorized trail experience. The additional mileage may deter some users. Trail maintenance would become a lower priority with accessible trails taking precedents.

Dispersed Use

Red Meadow Road #115 and Hay Creek Road #376 access a few dispersed sites. Restricting wheeled motorized access would eliminate vehicle supported camping at these sites. Users would have to find other opportunities for car camping on open roads or in designated areas.

Winter Motorized Use

Hay Creek Road #376 would be bermed just west of the gravel pit approximately 2 miles west of the North Fork Road (about 2 miles from this point to the end of the road would be affected) and the Moran Creek Road #5241 would be bermed at the intersection with the Hay Creek Road. The general snowmobile season of December 1 through March 31 would apply to the newly bermed portions of these roads, as it currently does to the designated play areas served by these roads.

Although this alternative includes a year-round closure to wheeled motorized vehicles on a portion of the Red Meadow Road #115, the same section of road this closure would apply to is already seasonally closed to wheeled motorized vehicles. In other words, the current season for snowmobiling on this road would not change in this alternative.

Direct and Indirect Effects of Alternative 4*Access Management*

Summer Trails. Table 2-3 in Chapter 2 depicts the changes to the existing wheeled motorized open and or seasonally open system trails in the analysis area by Alternative 4. In summary, 18 miles of motorized trails (3 trails – Coal Ridge #14, Moran #2, and Coal Creek/Coal Ridge #239) would be close to wheeled motorized use (motorcycles and ATVs). Hay Creek Trail #3 would remain open to ATVs and motorcycles; however, a July 1 – November 30th season would be implemented. This season matches the Hay Creek Road #376 season. Special orders would be amended and these closures would also be implemented immediately and carried forward into the 2008 Hungry Horse Glacier View Travel Planning as the existing condition. Implementing the season on the trail would protect the tread surface from motorized use during sensitive spring break up conditions.

Roads. Table 2-3 in Chapter 2 depicts changes to the road system from Alternative 4. The following are current open roads (yearlong) that would become open seasonally to wheeled motorized use in this alternative:

- Hay Creek Road #376 (about 4 miles of this road)
- Several spurs off of Road #376

In addition to seasonal closures, the following open road would be closed yearlong to wheeled motorized use in this alternative:

- Moran Creek Road #5241

These access changes would be implemented prior to fuel treatments.

In general, driving for pleasure is one of the most popular recreation activities. Wheeled motorized access on forest roads also provides users access for hiking, firewood gathering, hunting, fishing, camping, huckleberry picking, wildlife viewing, stock use, and just appreciating their National Forests from a vehicle. Restricting the Moran Creek road from wheeled motorized use would eliminate this road from being used for the majority of these activities. However, some users may choose to continue to use the closed roadbed in a non-motorized means but the majority of users will find other wheeled motorized access to continue the range of recreation experiences they desire.

Seasonal restricting Hay Creek Road #376 would have direct effects on all spring-motorized travel including spring bear hunters. The spring bear season is from April 15 to May 31 and they would be limited to non-motorized means for access during these dates. After July 1, wheeled motorized use could resume and would include access to Hay Creek Trail #3 for camping, hunting, fishing etc.

The Hay Creek Trail #3 is accessed from Road #376. It is realistic that Trail #3 would see less use during the spring months until the road opened providing motorized access to the trailhead on July 1. The district prioritizes trail maintenance based on snow meltout, use patterns, and access. The maintenance for Trail #3 would be scheduled after July 1 due to the new access restrictions.

The Moran Creek Road #5241 accesses Trails #2 (Moran Creek) directly and indirectly #14 (Moran), #239 (Coal Creek/Coal Ridge), and #26 (Whitefish Divide). In this alternative, the road is bermed and thus closed to wheeled motorized access. This action increases the distance the non-motorized user must travel to access the original trailhead. Currently, these trails can be used as day use experiences. By closing the road by approximately 4 miles, the day hikes would become overnight experiences to the average hiker. A stock user or mountain biker may not be affected by the increase in trail distances.

Typically, closed roads used as trails increase the maintenance cost per mile due to the increased tread width, original road design, vegetation growth, and structures. The alder has a tendency to revegetate the roadbed and create a 'tunnel experience' so to speak. Hikers and stock users are generally negatively affected traveling through these walls of vegetation since they cannot see what is ahead. This is subjective but from professional experience, hikers would prefer to hike on a trail tread versus a roadbed.

Temporary Mitigations. If fuels treatments do not occur in the winter season for units S1, S2, S3, S4, 4G, 4H, 4I, and 4J then the last 1.2 miles at the end of the Moose Creek Road #210C would be closed to motorized travel for the four year life of the contracts. The road accesses the 5-mile long #9 Moose Creek Trail. The temporary mitigation would add another 1.2 miles onto this non-motorized trail experience. The additional mileage may deter some users. Trail maintenance would become a lower priority with accessible trails taking precedents.

Winter Motorized Use

Hay Creek Road #376 would be gated just west of the gravel pit approximately 2 miles west of the North Fork Road (about 2 miles from this point to the end of the road would be affected) and the Moran Creek Road #5241 would be bermed at the intersection with the Hay Creek Road. The entire length of the Moran Creek Road would be affected. The general snowmobile season of December 1 through March 31 would apply to the newly bermed or gated portions of these roads as it currently does to the designated play areas served by these roads.

Cumulative Effects Common to Alternatives 2, 3 and 4

As a result of the mitigating actions in each of the alternatives to address temporary motorized access increase, the cabin rental at Hornet Lookout may be not be rented to the public (1 to 2 months) because the road that accesses the lookout may be temporarily closed. Cumulatively, due to this action and the recent Hornet Salvage Sale, which made the cabin unavailable for rental for portions of three years, the recent and potential inability to rent this cabin may affect future bookings at this cabin site. However, of all the cabin rentals on the district, this cabin receives the least amount of use. Therefore, it is not anticipated that this new project would cause a considerable impact on future rentals at this site.

Included in all alternatives in this project is some varying degree of wheeled motorized access closures. Closures have been occurring as mitigations from other projects in grizzly bear security habitat. It is anticipated that as other projects arise in grizzly bear security habitat additional motorized access closures or restrictions would occur. The Flathead Valley's local and visiting populations are growing. Their desire for recreation activities such as camping, hunting, fishing, huckleberry picking, firewood gathering, hiking, biking, ATV and motorcycle trails, stock use, floating, etc. is also increasing. The collective effect of restricting wheeled motorized access to provide for bear security can result in overlapping the recreationists onto the same areas, trails, roads, and campgrounds. The cumulative results are increased maintenance and repairs on the facilities, roads, and trails, providing for health and safety issues, and overall people management. The recreationists will come to camp, ride, hike, and float. It is up to the recreation managers to foresee these potential bottlenecks and plan accordingly by implementing appropriate resource protection management tools. In the long run with the inverse proportion between increasing public use, reducing public motorized access and providing for grizzly bear security habitat the cumulative effect will be increased regulatory controls on overall recreation activities. A few sample of these regulations would be; seasons of use on wheeled motorized trails to protect trail tread during spring conditions, designated dispersed camping areas, solid human waste self-containment requirements or reduced stay limits for camping.

As more roads which access trailheads are closed to wheeled motorized use, trail maintenance costs increase because more miles (formerly roads) have been added to the trails management program. Use patterns also change when the trailhead is no longer in the historic location. Since the trail distances increase the day use experience may change to overnight and other non-motorized users may not be interested in the road as a trail. The access management changes affecting trailhead locations will result in a future assessment of the overall feasibility of the trail system.

The recent access management decisions made for both system roads and trails will be carried forward as the “existing conditions” for the upcoming Hungry Horse/Glacier View Ranger Districts Travel Planning process beginning in 2008.

Regulatory Framework and Consistency

Proposed management actions are compatible with management direction in the Flathead National Forest Land and Resources Management Plan.