

Summary of Round 1 Open House Comments

What experiences or destinations are important for motorized travel? (What type of vehicle is appropriate in these places and when?)

- Fuelwood cutting (any licensed vehicle)
- Hunting/all hunt areas
- Big game retrieval (any licensed vehicle)
- Dispersed camping and parking (small truck or car to get equipment to campsite)
- Dead end roads are best remote camping places (4x4s)
- Single-track trails that are winding and challenging to ride (dirt bike)
- "Backcountry" areas that offer challenges and technical driving opportunities (4WD)
- Paved roads to limit dust and rutting
- Birding
- Rockcrawling; currently few to no such trails on Coconino

- Access to National Parks
- Access to residential areas
- Trailheads
- Scenic vistas/overlooks
- Remote locations where there are views and privacy
- A variety of trails (technical, narrow, wide, etc.) that allow for all users
- Dry washes
- All numbered roads (any licensed vehicle)
- Secondary roads, Level 2/primitive roads, Mogollon Rim roads, 141H and other rim roads off of FSR 300

- Single-track around San Francisco Peaks and other similar, existing trails (motorcycle)
- Florence Junction: Upper & Lower Woodpecker Mine; Ajax Mine; Axle Alley (jeeps)
- Clarkdale Area: Smasher Canyon; Horseshoe (Brutal) (jeeps)
- Broken Arrow (vehicles with large tires, lifts, lockers, and winches)
- Ashurst Lake area
- Snowbowl Rd., Hart Prairie Rd., road around Lake Mary

What type of vehicle is appropriate in these places (and when)?

Depends on what a specific route can sustain

Single track = motorcycle use

2 track = motorcycles and ATVs

Roads = motorcycles, ATVs, and 4WDs

Graded Roads = street legal motor vehicles

Trail "A" = Off road type vehicles (4WD)

Trail "B" = ATV and dirt bikes

Trail "C" = Horseback, pedestrian, mountain bikes

Trail "D" = Pedestrian only (hiking)

What areas are important for non-motorized recreation?

- Designated Wilderness
- Inventoried roadless areas
- Semi-primitive non-motorized use
- Areas without roads
- Sizable "islands" of land in every area where motorized travel is not allowed
- Primitive canyons
- All riparian areas
- Streams
- Areas within 1/2 mile of residences/subdivisions
- Areas with endangered plants, wildlife
- Any place where important to preserve clean water, clean air, wildlife, quiet/solitude
- Areas of generally agreed-upon ecological, archeological, and/or aesthetic importance
- Hiking trails
- Equestrian trails
- Arizona Trail
- Mail Trail
- General Cook Trail
- Lime Kiln Trail
- Sheep Driveway Trail
- Jones Crossing (hiking)

What areas are important to be closed to motorized travel (and when)?

- Designated Wilderness
 - Inventoried roadless areas
 - Semi-primitive non-motorized use
 - Areas without roads
 - Routes or trails currently designated as non-motorized
 - Wetlands
 - Meadows
 - Riparian areas
 - Coconino Spring
 - Critical and known habitat for T&E species
 - Wildlife sensitive areas
 - Areas within ½ mile of residences/subdivisions (i.e. Verde Santa Fe, Bridgeport)
 - Archeologically sensitive/dense areas
 - Close primitive canyons to “quads”
 - Close, block, and reveg all user-created roads, including illegal access roads from houses
 - Routes with significant user conflicts
 - Close redundant and unnecessary routes
 - Any place where important to preserve water quality
 - Specific routes where erosion and resource damage is ongoing but provide alternate access offering an equivalent user experience if available
 - Close, block, and reveg all 4-digit FS roads that have degraded to a point they are contributing to: destruction of veg and habitat, erosion, human-caused wildfire, trash dumping/littering, introduction of noxious weeds
 - Close ¾ of existing roads then decide what type of motor use appropriate for what’s left
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- Wet/muddy conditions (prevent rutting, mud holes, further damage,)
 - Severe fire danger
 - Burned areas
 - Rules about raising dust on gravel/dirt roads in camping areas
 - Places/times where high likelihood that wildlife is breeding or having young
 - Limit motor access in hunt areas during season because motors disturb wildlife being stalked

Other comments...

- Motorized access tends to “clump” users in specific area and leads to multiple routes into those areas, and thus causes more damage
- Need more ATV/ “quad” trails so they are less likely to blaze new trails
- Family friendly ATV trail system (legal for all ages; users can park/camp near routes)
- ATVs need lots of open space, long trail system to enjoy for several days not just a couple of hours

- No clear criteria for how route designations will be made (i.e. closed if a route raises 2 or more resource concerns or open if it doesn’t raise any). Process appears subjective, based on staff opinions; need to completely and fairly consider all public input and use scientific tools to make decisions

- Utilize user groups as a resource for trail maintenance and new construction

- Correct problem areas through re-route and/or structural improvements

- Encourage round trips to cut down back and forth travel on same trail
- Clearly mark routes/ATV trails and roads

- Obstacles should have bypasses for those with limited skill level and equipment

- The sport of hunting includes retrieval as well as hunting and killing, but not on wheels
- Suggest AZGFD establish “quality hunt areas” with access limited to foot/horseback only

- Need more law enforcement when designations established; more attention from AZGFD
- Increase fines stiffly, include confiscation of vehicles

- Extensive education campaign to inform public of issues

- Close Cinder Hills ORV Area; reclaim and designate as a geologic natural area

- Pipeline Road paralleling FR 556 toward Shultz Pass is used extensively ORVs as a speed track and violate all FS regs, including helmets
- High speed travel not appropriate on FS roads
- Unmuffled motors do not belong in wild places at all

- Prioritize experiences and destinations that account for resource needs and protection over users’ needs
- Strategically consider buffers to Wilderness, IRAs, and SPNMs

- Request route near 3825 Madera Ranch Rd. be closed (has past history of people ignoring closed/no trespassing sign; fence repeatedly broken; cows trespassing)

Summary of Round 2 Open House Comments

What experiences or destinations are important for motorized travel? (What type of vehicle is appropriate in these places and when?)

- Camping
- Hiking
- Bird watching
- Game retrieval
- Firewood cutting
- Forest Maintenance
- Data collection for scientific and conservation issues
- Well-maintained access roads that vans can use
- Primitive forest roads for high-clearance vehicles

- Trailheads
- Scenic vistas
- Ruins
- Main and secondary travel routes to access communities, camping and scenic drives
- Smaller systems for smaller or more specialized recreational vehicles such as Jeeps, ATVs, motorbikes
- Scenic trails connected to other trails long enough to provide for all-day exploration
- Connector roads or trails so that riders do not have to double back on the same trail

- Access to Arizona Trail (need better marking on parts of the trail)
- Greasy Spoon a.k.a. Diamond Gulch a.k.a. Pipeline Road (4WD)
- Designate an OHV route on the Southern end of the forest similar in scale to Hayfield Draw on the Prescott NF, but with a trail system rather than an open area
- Peaks Loop System: at the base of the Peaks (ST)
- Wing Mountain as an area (ST)
- A1 Mountain (ST)
- Saddle Mountain: loop
- Slate Mountain: long distance loop
- O'Leary Peak: loop (ST)
- Fry Canyon: loop (ST)
- Kelly Canyon: loop (ST)
- Airport Loop (ST)
- Mountaineer/Munds Park (ST and ATVs)
- Lake Mary West: long distance loop (ST)
- Marshall Lake: loop (ST)
- Ashurst/Kinnikinick Loop

- Happy Hack East: Trailhead on FR 294 east of FH 3
- Clint's Well North: north of Clint's well
- Clint's Well South/Blue Ridge: south of Hwy. 87
- Happy Jack West: areas west of Happy Jack would be ideal for long distance (ST)
- General Crook/West Clear Creek: long distance loop (ST)
- Verde River/Fossil Springs: long distance loops (ST)
- Wickiup Mesa/Beaver Creek
- Clarkdale/Sedona
- Cornville/Beaverhead Flat/ Red Rock

What type of vehicle is appropriate in these places and when?

- Depends on terrain
- Seasonal closures if necessary due to soil erosion
- ATVs appropriate for hunting season but should be kept to a minimum
- Vehicles used for scientific data should be allowed at all times
- Forest-wide snowmobile restrictions depending on snow levels
- Standard passenger and 4WD allowed on main and secondary travel routes

What areas are important for non-motorized recreation?

- Trailheads
- Wilderness Areas
- Wilderness Area access points
- Existing Surveyed Roadless Areas
- Trail systems near to or adjacent to communities
- Designate areas where people can leave noise, pollution behind
- Sensitive habitat Watersheds for wildlife habitat and viewing
- Hiking, camping separate from motorized vehicles
- San Francisco Peaks
- Lake Mary
- Ashurst Lake
- Mogollon Rim District

What areas are important to be closed to motorized travel (and when)?

- Sloped areas
- Meadows
- Drainages
- Undisturbed sections of forest
- Areas especially sensitive to wildlife
- Wildlife connectivity corridors
- Areas surrounding Wilderness Areas to buffer noise pollution, and increase habitat quality for wildlife

- Areas surrounding Mexican Spotted Owl habitat during their breeding season
- Designate “quiet areas” to promote calving/fawning or other lifecycle/habitat issues
- No motorized access during wet seasons or fire season
- Areas with high or redundant road densities
- Riparian areas
- Archeological Areas
- Cinder Hills
- No motorized travel on cinder cones

Other comments...

- Create “sacrifice” areas for OHV use that do not include sensitive habitat areas
- Limit overall road density to less than 1 mile per square mile
- Reduce motorized use everywhere
- No exceptions for game retrieval
- Consider sound sheds to isolate vehicle noise from other users
- Create sound shed north of FS 556 paralleling Schultz Trail
- No motorized off-road travel (ATVs, dirt bikes)
- Motorized travel routes should not be allowed to encircle communities bordering forest land
- All trails should remain open and accessible to saddle and pack stock
- Open trails must be maintained
- Concern regarding enforcement of Travel Management Rule
- Concern regarding “spillover” effects of OHV use such as noise and emissions
- Concern over maintenance of roads and trails in the future considering current maintenance backlog
- Implement a volunteer program similar to the Mounted Assistance Units used in some National Forests in California. These volunteers patrol the forests on horseback.
- Plan buffer zones prohibited to motorized use near major hiking trails like the Arizona Trail, Sycamore Loop, rim trails, etc
- Plan buffer zones prohibiting motorized use within 2-5 miles of wilderness areas to avoid use conflict and noise intrusion
- Eliminate all user created routes
- Work with user groups on trail construction and maintenance
- Provide education on land ethics, traveling on wet roads, closing gates, and respecting private property
- Charge hunters a fee to help with road maintenance
- Leave all numbered roads open
- Provide adequate all-weather access to forest lands that are appropriate for general multiple use without densities that degrade, eliminate, or damage wildlife habitat

- Provide parking to accommodate the maximum number of stock allowed in an area plus other users