

**Response to Comments on the Proposed
Forest Classification
and
Forest Road and Trail Designations
for
State Forest Lands in and Near the
Chippewa National Forest**

December 10, 2007



Minnesota Department of Natural Resources

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INTRODUCTION

On August 14, 2006 the MN DNR published a notice of the proposed motor vehicle use classification and road/trail designations for State Forests in and near the Chippewa National Forest in the *State Register* (page 216 - 217). The proposals were described in MN DNR statewide news releases dated August 15, 2004 and September 26, 2006. The notice was also published in the legal newspapers for Beltrami, Cass, and Itasca counties. Public informational open houses on the proposed classification and road/trail designations were held on October 17, 2006 in Remer, on October 19, 2006 in Deer River, and on October 24, 2006 in Bemidji to explain the proposal and to receive comments. The public comment period ended on November 3, 2006.

The DNR received about 150 comment letters, e-mails, and comment forms. The DNR appreciates the time and effort of everyone who commented on the proposals. The draft proposals were improved and clarified as a result of the public review process.

This document is a compilation of the comments received and the DNR's response to the concerns about the proposed motor vehicle use classification and road/trail designations. The DNR's motor vehicle use classification and road and trail use designation decisions for State Forest lands in the Chippewa area will be based on the draft proposal and the response to comments. The classification and road and trail designations will be implemented by publication of written orders of the Commissioner of Natural Resources published in the *State Register*.

Each comment form, letter, or e-mail was transcribed as received. The transcription process maintained the content of the comment to the extent possible. Greetings and closings were not transcribed. There was no attempt to correct spelling, grammar, or misstatement of facts. There may be some errors due to illegible handwriting or typing errors by the transcribers

The DNR Chippewa Team used a content analysis process to develop the DNR's response to concerns expressed in the comments. Comments were grouped by topic and statements of public concern were developed. Because the Chippewa planning process was a collaborative process with the US Forest Service and Beltrami, Cass, and Itasca counties, many of the comments are about routes on federal or county forest lands and do not apply to classification or route designation on state forest lands. The DNR's responses to the statements of public concern that are specific to state forest lands are included in this document. Comments specific to other public forest lands will be considered by federal and county agencies.

COMPILATION OF COMMENTS

Transcribed comments are presented below. The transcription process maintained the content of the comment to the extent possible. Greetings and closings were not transcribed. There was no attempt to correct spelling, grammar, or misstatement of facts. There may be some errors due to illegible handwriting or typing errors by the transcribers. The comments are listed in alphabetical order by the last name of the person submitting the comment.

The numbers and letters to the left of the comments are hyperlinked to the topics that are addressed in the agency response section of this document.

	1. Allen, Cliff
	Other commitments prevented me from attending the ORV meetings held recently. My concerns that I believe were not covered in your recent report are:
1a	1. Access to the Suomi snowmobile trail for emergency 911 calls – access roads such as 2153, 3544, 3548 and 3469 for example. This area is from Hwy. 19 north to the Laurentian Divide on Hwy. 38
1b	2. Maintenance of the Suomi trail for keeping brush and windfalls etc. from the trail. This is being done at no cost to the Forest Service and it's being done by the volunteers of the Snowmobile Club and allows for access for fire fighting. We are asking only the same access as the Forest Service uses for the Suomi trail off of Hwy. 38.

	<p>3. Mushers use 2153, 3544, 3548 and 3469 for training of dog sled teams. Note – in the off season, mushers dogs pull a 4-wheeler for training. Yes, the engine may be running but at very low RPM's in order to create a load for the dogs.</p> <p>4. Suggest open access roads would be: 2153 and 3544 from Hwy. 38 to the west 3469 from the south 3548 from the east off of Hwy. 38</p> <p>Please consider allowing these roads to be kept open for maintenance, emergency access for 911, fire fighting, and mushers for training.</p>
	<p>2. Allison, Jeff</p> <p style="text-align: center;">OHV Public Scoping October 24, 2006</p> <p>Comments:</p>
2a	<ul style="list-style-type: none"> Will the Forest Service seriously consider agreeing on one method of closure for all agency ownerships? This seems logical since the working team is composed of all agency representation and the goal is consensus among the team. There must be give and take from all members of this committee! The public needs one policy to absorb, not more complicated bureaucracy from the different agencies.
2b	<ul style="list-style-type: none"> The lack of a good accurate base map from the Forest Service seems to give that agency less credibility when compiling an OHV proposal. The DNR spent two field seasons on GPSing trails throughout their lands. I commend their efforts and would of liked to of seen the Forest Service put more time into their inventory. The information that is lacking is unclassified trails, easements across private lands, jurisdiction across other ownership, accurate routes on the ground and conditions of the resource affected. It looks like this agency did not do the proper homework and consequently have an incomplete proposal.
2c	<ul style="list-style-type: none"> How much input have the Leech Lake Tribe had in this process? Without their proposal, how can the Forest Service proceed? It would seem to be a waste of time because of the impacts of their request and gathering rights possibly contradicting what is currently under review. Is the Forest Service serious about enforcing and processing violation notices issued to Native Americans traveling unclassified trails and going cross country on national forest lands? If not, how can the public buy in to a policy that has double standards with different interpretations depending on who you are?
2d	<ul style="list-style-type: none"> How is the proposal if implemented going to be enforced? For an example, after the Forest Plan Revision was signed in 2004, a non-motorized area was added north of Lake Winnie. At the present time, this area is still being driven by ATVs and four wheel drive pickups and the public in general is not self policing this action. The point is, how can the Forest Service expect to enforce the entire Chippewa National Forest OHV policy when 5,000 acres of non-motorized designation has not been enforced, given two years of being under that official direction. The Forest Service had seen declining budgets for road maintenance and proper signing, having a challenge keeping up with the current system in place at this point.
	<p>3. Anderson, John</p> <p>Date: Monday, October 30, 2006 10:57:30 PM Subject: Chippewa Area Forests</p>
3a	<p>Comments on Forest Service Roads:</p> <ul style="list-style-type: none"> I was only able to down load the Northeast map, hence comments only can pertain to that area. T 148 N, R 27 W Section 25 & 26 - Road 2539, I would like to see that open all the way to the Max Road Highway 34.

	<ul style="list-style-type: none"> • T 147 N, R 27 W Section 3 - I would like to see the connection road between 3859 and 3819 opened. • T 147 N, R 27 W Section 1 - On road 2055 there is a small portion that is closed. I would like to see that opened. • T 147 N, R 26 W Section 6 - I like to ride the connecting roads between road 2059 and 2194HB, could those be opened. • T 147 N, R 26 W Section 17 - Road 2053 from county 158 to county 35 is easily used by a pick up truck and many times I see hunter's vehicles on the road. The map shows that the road turns into the Cutfoot Sioux Trail but I would say the trail uses the road. I would think that the trail needs to be made parallel to the road not be the road. <p>I do feel that the Forestry has given plenty of open trails to ride but I would still like the above be considered.</p>
	4. Ankeny, Terry
4a	<p>Sent: Monday, October 02, 2006 10:58 AM Subject: trail closures</p> <p>THANKS FOR HELPING ME GET THE RIGHT INFO. AS I STATED ON THE PHONE I HAVE A CABIN AT 8530 GRAVES LAKE RD N.E. IN REMER, MN. I HAPPENED TO STOP IN TO MY LOCAL SPORT SHOP TO GET A TRAIL MAP AND WAS DISTURBED BY THE PROPOSED CLOUSURE OF TRAILS AND FORESTRY ROADS ALONG WITH MY OWN ROAD.</p> <p>I UNDERSTAND THE STATE'S CONCERN FOR EROSION DUE TO ABUSE BY SOME OF 4-WHEELERS BUT THE PROPOSAL IS ALMOST AS DRASTIC AS KILLING THE MOTHER TO SAVE THE BABY. I UNDERSTAND NOW THAT THERE IS A FEDERAL MANDATE BUT THERE MUST BE SOMETHING LESS DRASTIC THAT CAN BE DONE. WE WON'T BE ABLE TO USE OUR MACHINES TO HAUL WOOD OR ROCKS AROUND OUR OWN AREA. I ALSO USE MY MACHINE TO HUNT FROM FOR GROUSE AND DEER TRANSPORTATION IN THE FALL. I'M 59 YEARS OLD AND CAN'T DRAG A DEER ANY LONGER, AND I'M SURE THERE ARE OTHER PEOPLE WHO SHARE THE SAME CONCERNS</p>
4b	<p>NATIONAL FORESTS ARE TO USE AND ENJOY. THE PROPOSED SHUT DOWN WOULD CLOSE OUR FORESTS TO EVERYTHING IT SEEMS, BUT HIKING. HOW MUCH TAX, GROCERIES, FUEL AND MOTELS DO HIKERS PAY? I'VE TALKED TO SOME OF THE LOCAL BUSINESSES IN REMER AND THEY ARE CONCERNED. THE LOCAL ECONOMY IS ALREADY HARD HIT BY LACK OF SNOW OVER THE LAST FEW YEARS FOR THE SNOWMOBILERS INCOME. WILL THIS ALSO AFFECT THE HUNTING SEASONS IN THE AREA AS WELL?</p>
	5. Anonymous 1
5a	I feel that when a road, trail or area is closed the reasons for the closure and the name of the person or persons who made the decision should be published – on the internet? or where it is available to the public.
	6. Anonymous 2
6a	<p>There are so many feds in the room it looks like the law will jump on us if we speak up! You took the comments and destroyed what we had, thanks so much! No wonder we don't tell you anything.</p> <p>When when roads are mentioned – they are the first ones you target to close – you don't listen to the public/locals – you are messing with the local economy – destroying it by wrecking trees – rocks and such. Shame on you!</p>
	7. Anonymous 3
7a	#2060 (leave open) Used for our own use, used by only few people and not traveled by trucks
	8. Anonymous 4
8a	(leave open) 2060 used very little ATV use only no trucks
	9. Anonymous 5

	Why can't 3204 be joined to 3201 – should be easy, east of Hwy 6 up to hwy. 35
9a	Both need to get together on definition of roads vs. trails, connecting trail from hwy. 2 to the Canadian border. East and west side plus also Duluth to Grand Forks. We need connections for day and weekend and even week long treks – provide hostels, camps bunk houses, recreational services. Soo Line is not the answer.
	10. Anonymous 6
10a	Can a township supersede a road closing by the DNR
	11. Anonymous 7
11a	DNR There should be non-motorized areas around Hole in Bog SNA and Lost Forty SNA, especially Lost Forty since it is a "Managed" area (which really means unmanaged), You shouldn't want ATVs going into these areas. Also, it seems the Lake Winnie shoreline and Pennington Bog SNA areas should not be suitable areas for new ATV trail networks. Thank you for listening to me.
11b	Forest Service See above comment about Lost Forty SNA. Roads 2240L, 2240FA, and 2240Q should be closed. Since ATVs can easily get to these roads anyway, it should be easy to justify closing them to protect this resource. Has anybody in DNR or Forest Service checked out the boundary of the SNA to see if there is any ATV trespass? Need better protection of natural treasures as balance to indiscriminate ATV use.
	12. Anonymous 8
12a	Forest Service Diamond Lake access road (2687) more like a class 2 than a class 3 road. Has hard surface like class 3, but very narrow like class 2. Diamond Lake a rainbow trout lake. Should not have ATVs tearing up area, causing erosion into lake. Illegal ATV trails take off from end of 2687B. There is camping and a fine collection of beer bottles and cans at end of 2687B. ATVers trashing area. Should close 2687B to ATVs.
	13. Ahart, Tony
13a	Mixed use analysis needed for FS 2171 ATV & snowmobile use allowed. USFS roads affected, residents and non residents equally affected. Support Dixon Lake Association position allowing travel to the "winter road" and around the Third River landing back to Dixon Lake Resort @ CR33.
13b	I propose to maintain a "loop" to accommodate stakeholders including tourists, residents and resorters in the Dixon Lake Area. Provide ATV and snowmobile (travel) access starting at the intersection of Itasca Co. Rd. 33 and USFS Rd. 2384 going south along 2384 to FS Road 2171 east to access the winter "spear house" road to Third River flowage. Back west along 2171 crossing Third River bridge to FS Rd 2203 travel north back to CR 33 near Dixon Lake Resort.
	14. Beltrami County Board of Commissioners
	October 26, 2006 RE: Buena Vista and Blackduck Forest Classification It is a matter of public record that Beltrami County has committed to a manageable trail plan. On April 18,2006, the Beltrami County Board of Commissioners adopted a comprehensive Recreational Trails Plan on tax-forfeited lands within its boundaries. The Plan is very similar to the State's "Managed" classification. Accordingly, Beltrami County's Recreational Trails Plan is managed within a system that specifies trails as "Open Unless Restricted" for County forest access routes and ATV use. Beltrami County already has impact threshold criteria in place for restricting motorized travel should there be significant impacts. Along with an extensive process involving stakeholders and the general public, Beltrami County was very pleased to have included the State of Minnesota Department of Natural Resources (MNDNR) and it's Northwest Regional Director Mike Carroll in a very extensive recreation and trails public planning process. The resultant Beltrami County Recreational Trails Plan adoption has been very favorably

	received by the MNDNR and is recognized widely as a model plan.
14a	First of all, we fully support the recommendation that the Blackduck State Forest be classified as "Managed". This will correspond very well with Beltrami County's plan as well as provide recreational users with a consistent system.
14b	<p>Additionally, we do not support the proposed classification of "Limited" regarding the Buena Vista State Forest. We recommend that this forest also be classified as "Managed". This classification still gives you the opportunity to close or restrict forest areas that are sensitive to motorized use.</p> <p>As we remain committed to cooperating with the MNDNR in its planning process where possible, we are very concerned with the classification process now occurring for the Buena Vista and the Blackduck State Forests.</p> <p>We ask that you respect Beltrami County's Recreational Trails Plan adoption and the positive effects it will have on recreational users as you move forward on State Forest Classification.</p> <p>Our Recreational Trails Plan may be downloaded from: http://www.co.beltrami.mn.us/Departments/NRMRecreational.html</p> <p>Sincerely, Joe Vene, Chair Beltrami County Board of Commissioners</p>
	15. Beuning, Roger
	<p>I am writing in regards to your proposed action for the Off Highway Vehicle Travel Access Project in the Chippewa National Forest.</p> <p>We own a hunting cabin on the Long Lake Road (#2112). The ten members of our hunting party range in age from 58 to 76 years. The average age of our hunting party is 64 years.</p>
15a	<p>I share this information with you so you can understand our concerns for not being allowed to use off highway vehicles to access the forest. We transport ourselves our portable stands and harvested game with off highway vehicles. The days of long walking, carrying and dragging are behind us. The off highway vehicle has extended our ability to enjoy hunting and the forest.</p> <p>The use of said vehicles on designated trails will not kill the forest, but restricting the use could create physical difficulties for our hunters and may kill the camaraderie and camp we have enjoyed for over 35 years.</p> <p>Please consider opening the trails for off highway vehicles for "on trail use only" during the hunting season! This would allow the older hunters to continue enjoying our wonderful Chippewa Forest.</p>
15b	<p>Trail #2112DA-2112D is the only access to the forest available to us.</p> <p>In regards to limiting Off Highway Vehicle travel on Long lake Road (#2112) I question the reasoning. To my knowledge there has never been an accident involving off highway vehicles on this road. The use of off highway vehicles on this road does not jeopardize the forest. The proposed limitation of off highway vehicle use on Long Lake Road is an idea of a few to create hardship for many.</p> <p>We love the forest just as much as you do, so let's work together to keep it available to everyone.</p>
	16. Brown, Gary
16a	Road 2101 should be open to ATV use because car use is very small and slow moving and it also connects

16b	<p>all the other 2101 roads. If nothing else, open it from Sept – Nov and close it in the Spring when it is wet and frost is coming out of ground.</p> <p>I also think a lot of roads closed could be open at times of year when damage won't be done: 2101 A-S 2746, 2746A, 2746AA 2763 2495</p>
	<p>17. Brown, Harold</p>
17a	<p>I have enjoyed hunting and fishing around the Remer area for over 70 yrs. If it weren't for ATVs my hunting days would have been over 20 yrs ago. Hopefully I can have a few more.</p> <p>I don't see any reason for closing the East boundary road to ATVs for safety. Since this road was built many years ago, there has never been an accident involving an ATV. Maybe speed limits could be imposed. I feel the trails off this road that the hunters use and have kept clear of windfalls should be left open. By closing some, there will be more hunters on the open ones this could cause a safety problem.</p>
17b	<p>The Chippewa National Forest has a large economic impact on this area. I attended your meeting in Remer on Oct. 17 and heard nothing about it. There was a gentleman who brought it up, but I felt it was passed over as a secondary issue. If too many restrictions are put in place, less people would come here. Hopefully these issues will be looked at in your future planning.</p>
	<p>18. Bullock, Gary</p>
18a	<p>Regarding FS Road 2246 in the Johnson Lake HWT, I think this road should be open. If you look in that area, there are very few open trails. I heard one of the Rangers say he was concerned about ATVs going around gates. If people are doing this, write them a ticket, but don't stop law abiding citizens having access to this road. It is a good gravel road. I would appreciate the use of it for ATV travel.</p>
	<p>19. Casson, John</p>
19a	<p>Date: Sunday, October 29, 2006 12:06:02 PM Subject: Chippewa-Area Forests OHV Comments</p> <p>My comments are directed at all participating agencies, Chippewa National Forest, Minnesota Department of Natural Resources, Cass, Beltrami and Itasca Counties.</p> <p>As I review the proposed management of roads and trails, I see some progress in protecting our natural resources from over-use and recreational abuse. Some good work has been done here. Conditions would certainly be better than the existing conditions. However, it is clear that the process used, depended entirely on a painstaking review of each individual road and trail, discussing the merits of having each one open or closed to particular types of motorized travel. Such a process would cause the reviewers to crave beer by the end of a day, and feel as if they contributed to accomplishing a task. But for every argument made to close a road, some individual will come forward with an argument for why it should remain open. Such constant bickering, promoted by the request for specific, detailed comments about specific roads, results in the process losing sight of the forest as it focuses on the trees. In the process, the natural resources that need the professional protection and management fall by the wayside as managers pander to individual sniveling and whining.</p> <p>While a specific road may need closing because it passes through a wetland or critical wildlife habitat, or may be open because some hunting group has been accessing an area by motorized vehicle for decades, the process fails to consider the biological and ecological need for area closures. The Chippewa National Forest, with associated State County and Tribal lands, is the most heavily roaded national forest in the country. This is not something to be proud of. It's a sign of decades of poor and sloppy management. As human demographics have, and will continue to change, this network of human trails and established human behaviors will act as a cancer that will rot our natural resources from the inside-out. Significant areas where human access is limited to a non-motorized effort are needed to protect ecological functions, reduce habitat fragmentation, provide wildlife escapement, even from legal hunting, fishing and trapping,</p>

19b	<p>to slow and maybe even prevent the relentless spread of exotic, invasive species, and to establish an access program that has half a chance of succeeding. Mike Carroll stated at the Bemidji Public Meeting that they would be monitoring for significant violations of the designations and that such trails or areas would be closed. We will be watching closely for follow-through as it is likely that this plan as proposed will mostly fail. At the end of every spur road is a network of illegal, user-developed trails that infect the heart of our public lands. There is no way our law enforcement staff, even if it were doubled, could effectively enforce such a dispersed and diffuse set of regulations.</p> <p>Eighty percent of all ATV riders are law breakers. When they get to the end of the legal trail, they stop, look over their shoulder, ask themselves "who's gonna catch me?" and go wherever they wish and do whatever they wish. Who's going to stop them? Not you! Meanwhile, our public lands, our wildlife, Minnesota's natural heritage, rots from the inside-out.</p>
	20. Colebank, Scott
20a	<p>Date: Tuesday, October 17, 2006 2:07:34 PM Subject: ATV Riding in Chippewa Forest - Keep it Open</p> <p>Please do your part to keep the Chippewa Forest open for ATV riding. My family, friends and I have spent many hours riding 'in the woods'. It allows us excellent family bonding time as well as being alot of fun. We own a cabin just North of Emily and find that riding gives us 'something to do' in the cooler Spring and Fall months.</p> <p>Please do what you can to keep this open for all of us. Please don't punish the 99% of atv riders that ride responsibly for the 1% of riders that wreck the environment. Let's try enforcement to correct the behavior of that 1% instead of closing the Forest for everyone.</p>
	21. Cook, Allen
21a	<p>Date: Monday, October 23, 2006 9:02:39 PM Subject: ATV Traffic</p> <p>Please allow ATV travel on Forest Roads 2112B and 2112BA. My grandparents live at a home at the end of 2112B and we often use our ATVs to travel between the cabins and homes in that area. My brother doesn't have his driver's license yet, but is certified to drive an ATV so he would often be deligated to 'run' next door on an ATV for 'something' (usually during a building project). I'd like to know that this type of transportation between cabins will remain in place for me to use, as well as for the other neighbors. Our ATVs are used from home to home for a variety of reasons and it seems silly to have to 'trailer' them up the driveway, just to help a neighbor pull their dock in. Please keep these roads open for ATV use.</p>
	22. Cook, Mark & Susan
22a	<p>Date: Monday, October 23, 2006 3:56:34 PM Subject: Forest Road Comment</p> <p>I would like the Forest Service to allow ATV travel on Forest Roads 2112B and 2112BA. This section of road dead-ends at my parent's home (as well as many other private residences) on Sugar Lake. Many of those people use their ATVs to visit each other. It's a tight little community where everyone looks out for each other. For example, all spring and summer my father was laid-up with a broken leg and his neighbor was constantly running over to check on his health and drop off my parent's mail. Someday we will own their home and would like to be assured that this mode of transportation will not be illegal. We don't 'trail ride' with our ATVs, but use them as workhorses to pick sharp rocks off the road or remove fallen trees. And we often take them to the neighbors to perform similar 'outdoor' duties. By restricting our use of ATVs on these roads you will be impacting a way of life for these residents. Please leave ATV travel open on Forest Roads 2112B and 2112BA.</p>
	23. Crocker, Kyle
23a	<p>Date: Friday, November 03, 2006 4:12:21 PM Subject: Buena Vista State Forest classification</p> <p>As a life-long property owner within the statutory limits of the Buena Vista State Forest, I would like to</p>

	<p>comment on the proposed OHV classification of it. I fully support DNR's proposal to classify it as 'limited.' Such a classification represents a balanced approach to recreational management of the resource, in keeping with the careful planning of other DNR managed forest areas in the region and interagency approaches to the Chippewa National Forest. It is scientifically sound and responsive to the broader recreational needs of the general public. I would very strongly oppose the recommendation of the Beltrami County Board that the forest units included be classified as 'managed,' in parallel with its approach to recreational trail development on County lands. The Board's plan, I believe, was deeply prejudiced from its inception, the planning process behind it extremely restrictive and partial. Neither the Board nor county personal have the professional qualifications in forestry and recreational management represented in the combined expertise of DNR and Federal managers. Their proposal is another example of 'the tail wagging the dog.'</p>
	<p>24. Dahlgren, David</p>
24a	<p>Sent: Monday, October 16, 2006 1:56 PM Subject: atv use</p> <p>I talked to you last week on atv use and I am sending you a map of where we use the atvs. My family and friends have been hunting that land for fifty years now. The trial that we use to get back in there was a driveway to start out it with went to a farm house in a field which is no longer there. Back in the sixties my dad use to camp back there in there car during deer hunting. Which you can not drive a car back there any more. There is only one path back into that area that's open to us part of that land is surrounded by water and part by private land. My dad has been hunting the same field since 1966 if he cant use his atv to get back there then he can no long hunt it. The same with the rest of us. I am 36 and I know I cant drag a deer 3 miles. There is fifteen of us that hunt that area. from the beginning of oct thru nov and sometimes dec grouse hunting. and usually at the beginning of hunting season you can tell that no has been there since we left the year before. so in the fifty years of us hunting back there I don't see a impact on the land that we have used. all of us as a group don't mind if we have to get atv special use permits or land use permits or even if we have to take care of the land in some way to get back there in the fall to hunt . what options do we have ???? the problem is if atv use is taken away so is are hunting tradition! when will we know what will happen or what is going on please let us know</p> <p>thanks</p> <p>[Map]</p>
	<p>25. Dahlgren,David (1)</p>
25a	<p>Sent: Monday, October 02, 2006 9:08 AM Subject: Hunting and ATV use in the Chippewa National Forest</p> <p>It came to my attention that the Chippewa National Forest will be closed to ATV use. Just east of Remer, we use the Soo Line Trail to get to the land we hunt, and then we take a trial through the land about 2-3 miles to get to our spots that we grouse hunt and deer hunt.</p> <p>Since 1956, we have hunted this area of about 500 or so acres and the trial which started as a road to farm fields has grown over to be a path that will be closed because some people think we are destroying land that has been a path or road for years, that is BS. Now, they have logged it about a ¼ mile in and have logs stacked ready to be removed and when they are removed, we were told that they will bring in boulders and block of the trail to ATV use.</p> <p>Our fathers and uncles have hunted in the same stand for years, and now are not going to be able to hunt there because they cannot walk that far back into the woods to grouse hunt or deer hunt, as well as dragging a deer 2 miles out of the woods. Then, there is where we are suppose to park on the Soo Line trial, you get 8 4-wheelers parked on the Soo Line Trial, with nobody around, how long do you think those 4-wheelers will be there before they are stolen?</p> <p>I understand that some people on ATVs are tearing up the land, but don't penalize the people that</p>

27b	<p>and I also pick blackberries and raspberries of this road. In all these years I have not seen the road rutted up. I don't see a reason to close road (2792B and 2792C).</p> <p>I have to say I could ride my ATV for the next 20 years and never run over as many little trees as the loggers did in that area. Why would they cut many 3 to 4 inch maple trees. Useless for anything! Why did the logger leave the area in such a mess and never plant a tree.</p>
28. Davis, Matthew (North Country Trail Assoc.)	
28a	<p>Date: Wednesday, November 01, 2006 2:23:33 PM Subject: Comments on the Chippewa Area forests</p> <p>When looking at the maps for the Chippewa area forests, I noticed that some of the routes listed bisect or run closely parallel to the North Country National Scenic Trail. This is a serious concern for the North Country Trail Association.</p> <p>In principle, the North Country Trail Association is not against designated ATV & ORV trails and responsible ATV & ORV use on public lands. We are; however, against ATV & OHV trails that take riders to places in close proximity to the North Country National Scenic Trail (hereafter, NCT). As you are aware, long-distance hiking trails have been established to provide hikers with an opportunity to have "a wilderness experience." A wilderness experience can be negatively affected by the sights, sounds, and smells of nearby ATV or ORV use. According to the National Trails System Act, these trails should provide the "maximum outdoor recreation potential" and are "to be located as to provide for the conservation and enjoyment of the nationally significant scenic, historic, natural, or cultural qualities" of the areas they traverse. From our perspective, this is not always possible where ATV or ORV use occurs nearby.</p>
28b	<p>We have observed damage to the NCT resulting from heavy ATV use of the North Country Trail in the Highway 34 and Grave Lake areas. Needless to say, this has serious negative impacts upon the visitor experience. When routes bisect the NCT, we support their designation only when they take riders to a destination. Otherwise, the temptation will be for riders to illegally ride on the NCT. Adequate separation is the best solution to avoid this problem since signage is not always a deterrent and constant enforcement is not possible. Below are some suggestions for route decisions based upon the goal of protecting the NCT.</p> <p>FR 3790C - should be closed to all motorized use The un-named road from 2108 towards Cranberry Lake to all motorized use FR 2850 - should be closed to all motorized use FR 2850A - should be closed to all motorized use FR 2100C - should be closed to all motorized use FR 2871 - should be closed to all motorized use FR 2104 - should be closed at 2104A FR 2352 - should be closed to all motorized use FR 2792 - should be closed to all motorized use FR 2324 - should be closed to all motorized use FR 2303 - should be closed past 2303A FR 2105 - should be closed to all motorized use FR 2101D - should be closed to all motorized use FR 2743A - should be closed to all motorized use FR 2321 - should be closed to all motorized use FR 2113 - should be closed past 2324</p>
28c 28d	<p>In addition, we would like to see all ATV & ORV trails properly signed at their intersection with the NCT. Finally, one of the maps available showing potential designated ATV routes contained a potential corridor that would parallel the North Country Trail. Obviously, this is a very big concern to us.</p>

	<p>Thanks for your interest in the proper stewardship of the North Country National Scenic Trail.</p> <p>Matthew R. Davis Regional Trail Coordinator for MN / ND North Country Trail Association</p>
	29. DeMars, Dale
29a	<p>Closing the Forest Rd. to ATVs is like closing down trail riding up here. It's my my forest and I didn't ask for better roads. So now you people can close them after all the money's spend.</p> <p>Keep the forest and roads open for big game season Sept. 15 – Dec. 15 there or about</p>
	30. Diebel, Lynne
	<p>Date: Friday, November 03, 2006 11:00:57 AM Subject: state forest classifications</p> <p>[Repetitive comment, see Mississippi Headwaters Audubon Society]</p> <p>I canoe and camp extensively in these areas, and I hope that the DNR will continue to support the kind of quiet wilderness environment sought by the many, many outdoors enthusiasts who head north to find a peaceful forest. (My guidebook /Paddling Northern Minnesota/ describes 86 canoe trips, the majority of which are on northern Minnesota rivers.)</p>
	31. Duncan, Brian
	<p>I am sending this in regards to the closing of the chippewa national forest trails to all motorized vechiles.</p> <p>I oppose this idea strongly and would like to have my voice along with alot of others heard.</p>
31a	I have hunted the chippewa national forest for 20 years and before that my father and grandfather going back as far as 45 years. It has been a tradition in our family for decades.
31b	<p>The closing of the trails wouldnt allow us to hunt the areas we have hunted for years. Therefore we wouldnt go to the local town buy our groceries,fuel,water,hunting supplies,and clothing. So I can see there would be more people hurt by this than just our hunting group. Like the grocery stores,gas stations,outpost,and hardware stores.</p> <p>I have driven down the gravel road we hunt on and have counted dozens of hunting camps.So I could see this affecting alot of people.</p> <p>I dont think the reason for this is to dismiss one of Minnesota's great pastimes.But that could be greatly affected if the trails are closed down. Not to mention the deer herd getting out of control and we are worried about cwd and disease infecting our herd the way it is now. This would only compound the problem.</p> <p>So I ask vote no to the closing of the trails in the chippewa national forest.</p>
	32. Duncan, Chasidy
	<p>I am writing in regards to the idea of shutting down all 4 wheeler activity and the roads in the Chippewa National Forest.</p>
32a	<p>I oppose this idea strongly. My family has been going up to that area for decades and it has become a family tradition to deer hunt and utilize the area for 4 wheeling activities. This is something my family looks forward to every year. With these activities it brings many advantages to the area. Your area gets the added revenue from the people that utilize this area for recreational use.</p> <p>I am asking you vote against this idea and represent us people that love to enjoy the area. I believe this benefits both the people visiting and the community. Please vote against this idea for the people that voted you into office.</p>

	33. Dysart, Patrick (Timber Trails Resort)
33a	My Name is Patrick Dysart, owner of Timber Trails Resort in Cass County and within boundaries of Chippewa National Forest. One of my questions is do forest roads need to be closed or could more restrictive regulations be set up for different road classifications? Like where roads are used for connecting trails, could special regulations go into effect ie: maximum speed limit of twenty miles per hour, ATVS would have to use shoulder of road, lights must be on and other State laws followed. All of the roads around our Resort that I, my guests and other cabin owners use to access forest trails and open ATV trails like the Soo Line are scheduled to be closed. My main forest roads are So. Boy Lake Dr., Tobique Rd., Speaker Trail and Mable Lake Rd.. My biggest fear is we will have 1300 miles of trails that don't connect.
33b	What good is that? Try this with snowmobile trails, in our minds we know this would be a pretty stupid idea. Also, closing trails will strictly reduce my bear hunting to the main roads and make possibility of car-bear collisions more possible. I hope that the common sense and knowledge that there are as many, if not more, ATVS owned and licensed who need a place to ride and enjoy our forests, as there are snowmobiles and other groups[North Country Trail] that have trails and access already established. I have been riding the trails around here for the past 12 years and hope to be able to ride them in the future. There will always be a few bad apples that will be out there ruining it for the rest of us who respect the beautiful land and forest we live in.
	34. Edminster, Ron
34a	#2219 from Highbanks Resort to the Birches Landing needs to connect with 3001 as a <u>pending road</u> to connect all cabin owners and those visiting and staying at Highbanks Resort with these trails that are marked open. I'm sure that not having 2219 open was an oversight. Mixed use analysis. Please consider this request.
	35. Englund, Dale
35a	Date: Monday, October 30, 2006 8:03:08 PM State Land The state land we hunt is part of the Bigfork State Forest managed by the DNR. The DNR is going to classify their lands under 1 of 3 classifications relating to ATV usage. They are proposing to classify the Bigfork State Forest as "managed" - the least restrictive to ATV's. I support this. P.S.- I would like to see the federal land in Minnesota under the same rules as the state uses.
	36. Fangmeier, Bob
36a	ATV users do most all maintenance on 90% of classified roads around Remer area.
36b	Leave all open. No harm to forest. Closing roads will diminish community.
	37. Fisher, Ethan
37a	October 30, 2006 Why I think these roads should stay open is most of these roads are ways to get to my deer stands and more I use them to travel to visit neighbors. And to ride with a group of friends. It would ruin many hunters ways to their deer stands. That's why I think they should stay open. [Repetitive comment, see Wilderness Wheelers list and map]
	38. Fisher, Jeff
38a	October 27, 2006 It is my opinion to make a trail system work it will take total cooperation and team work between government entities (US Forest Service, DNR, County and local government units) along with the private sector (Wheeler Clubs, etc.). This is best illustrated by the attached map with highlighted trail system. To make a trail system like that become reality in an efficient time frame would that total cooperation and communication. A thought just came to me, each government entity (US Forest Service, DNR, and

	County) designate one or two individuals from their group to be proactive and be a liaison to help the wheeler clubs in their efforts to identify good trail systems.
	[Repetitive comment, see Wilderness Wheelers list and map]
	39. Ford, Norman
39a	It is unfair to the Suomi Community that you provide no trails/roads for ATV use when you have taken 1000's of acres away from our use with the Suomi Hills non motorized area. Are we being punished for fighting against the attempt to make the entire Suomi Community Wilderness Area in the 1970's? At that time FS ruled area had too many roads and people against it; what changed that you were able to make it SPNM anyway?
	40. Francisco, Kim
	[Repetitive comment, see Wilderness Wheelers list and map]
	41. Frey, Bill & Jeanie
	Date: Tuesday, October 24, 2006 6:41:51 PM Subject: atv trails
41a	We are from the Dixon Lake area. We are hoping that some of the roads under analysis will be open for ATV use. 2203 South of Dixon is in poor condition and would be nice for ATV use, also 2201 (Skimmerhorn Road) so we could make a loop from 2203 (Decker Lake Rd) State rd. 3409? (Will Paul) back to 2203. We thank you for the chance to reply to the ATV policies.
	42. Frost, Jack (Mississippi Headwaters Board)
	Monday, October 30 th 2006 RE: Off Highway Vehicle Access Project – Chippewa National Forest This board would first like to thank you for the opportunity to review and comment on the Off Highway Vehicle Access Project that was submitted to the Mississippi Headwaters Board for comment. After review and discussion on this topic at the October 20 th , 2006 Mississippi Headwaters Board meeting, we would like to advertise that your plan is aligned with the standards to protect and improve our land and waters in and around the Mississippi Headwaters corridor. Its stewardship like this that helps lessen the opportunity for resource degradation and makes the job we are mandated to do much easier. Again, we would like to thank you for your champion efforts to improve on a sensitive area that poses challenges on both sides of the spectrum. We believe your plan, albeit extensive, will positively address the issues and aid in identifying designated route systems in and around the Chippewa National Forest area for those that need and/or want to enjoy the off-road experience. If you need MHB to further review this or any project and you have questions, please feel free to contact the Mississippi Headwaters Board office at : cass.mhb@co.cass.mn.us Jack Frost Mississippi Headwaters Board Chair
	43. Gerlitz, Wayne (Sand Lake Lodge)
43a	#2033 (on closed list) This is the only enter/exit road we have available. Our resort needs this open for business res. as well as private res. Our customers expect access to forest from our road, we also pick up mail (1 ½" mi. away) and business with lake residences. For business alone we need this road open.
	44. Goetz, John
44a	Thank you for inviting my comment. I would appreciate the bare minimum of off highway vehicle use that can be allowed consistent with the 2005 Wheeled Motorized Vehicle Rule.

	45. Goldberg, Alan
	<p>Date: Friday, November 03, 2006 1:16:47 PM</p> <p>Subject: Comments on State Forests</p> <p>[Repetitive comment, see Mississippi Headwaters Audubon Society]</p>
	46. Gunsalus, Roger
46a	Very concerned with the 3 rd River Road in Chippewa. I am a cabin owner and use an ATV to get to boat landing and haul firewood. Beside recreational would appreciate consideration to allow ATVs on 3 rd River Road.
	47. Gustafson, Jack
47a	<p>All motorized use on State Forest land within the Chippewa National Forest should have the same use restrictions as those on the CNF—State Forest lands here should be limited classification. To do otherwise would create an unmanageable situation as it would be very difficult for users to know exactly where he/she was and to know what rules apply. Classify State Forest land within CNF limited.</p> <p>I am opposed to any cross country travel for any purpose on any public lands in Minnesota. Any motorized use should be restricted to designated roads and trails which are posted open. It is my view that any land management agency cannot be good stewards of the land and protect resources such as native plants, animals, cultural resources, wetlands etc. by allowing cross country motorized travel. All motorized use on State Forest land within the Chippewa National Forest should have the same use restrictions as those on national forest lands. To do otherwise would create an unmanageable situation as it would be very difficult for a user to know exactly where he/she was and to know what rules apply.</p>
47b	Following are my comments about your proposal to designate 1353 miles of roads on the Chippewa National Forest as open to ATV use. I thought that NF lands were supposed to be managed for “the greatest good for the greatest number in the long run.” How does designating 1353 miles of ATV open roads fit that? Why promote an unsustainable activity that consumes fossil fuels, contributes to global warming, conflicts with other user groups (hikers & walking grouse hunters etc.), tears up the land, contributes to the inactivity of the user, etc.-----?
47c	In my view ATV use on the CNF is a major problem now and is going to get worse! There are few places that I recreate on the forest that aren’t being violated by ATVs including the MiGiZi Trail, North Country Trail, County Road 50 HW Trail, Star Island trails and most closed, gated and or tank trapped roads*. ATV law enforcement seems to be nonexistent! It seems like nobody cares! If you think there is not a problem now watch the traffic on 371 heading south on a Sunday pm and look at all of the trailer loads of muddy ATVs. These folks are not riding only on designated trails. I’ll bet a significant number of them are riding where they dam well please! A specific problem example I can see on table II is with FR 2932 (designated open on table) and FR 2930 (closed on table). There is an ATV connector between these roads. How do you enforce that? Or how about the Oak Point trails. There are signs that state “Oak Point Recreation Trails” and the gates are open. Are they recreation trails or not? If not maybe the signs should be taken down, or maybe just leave gates closed and provide a place for hiking or fair chase grouse hunting.
47d	<p>Sorry my comments are so negative but I do not like what I see happening on the CNF. I understand why the State has given in to the ATV user group (all political and \$) but why the National Forest also? If we have to allow ATV use on the forest I would suggest the following:</p> <ul style="list-style-type: none"> -Do we really need 1353 miles of open roads! -Really enforcing the ATV policy -Have a significant penalty for violators. -Really close/obliterate non system and other temporary roads and skid trails -Place route #'s where they are visible but cannot be run over -Good signage -Care what is happening on ground!

	*Or how about the 4x4 truck and ATV traffic on sand beach east of South Pike Campground.
	48. Hanson, Clyde
	Date: Friday, November 03, 2006 3:52:39 PM Subject: Chippewa Group of State Forests [Repetitive comment, see Mississippi Headwaters Audubon Society]
	49. Hanson, Paul
	I am not a member of an ATV club and don't plan to become one. What ATVers are asking for are places to ride legally. They do not need destination trails like snowmobilers. ATVers want areas they can ride without having to trailer everywhere and not cause environmental problems with wetlands.
49a	I am really only familiar with the Marcell area. I notice that FR 2182 (Cameron Road) is now being studied for mixed use analysis with the hopeful outcome that it will be open to for ATVers. I notice that FR 2180 (Farm Camp), FR 2181 (Dick Road), and FR 2423 (Jingo Lake Road) are not being studied. WHY NOT? All 3 of these roads are similar standard as 2182, have similar use patterns and provide access to mainly national forest or state lands. Opening all 4 of these roads to ATVers will give them a place to ride and will take some of the heat off agencies. Opening these roads will not cause any resource damage nor will it be a safety problem. Doing so will really be safer since ATVers will not need to speed to get from one legal road to the next.
49b	I notice that many of the shorter spurs that go off these roads are open, so adding the main roads like Cameron, Farm Camp, Dick and Jingo will provide much needed legal roads to ride. Forcing folks to trailer from one short spur to the next will only encourage violations and become very unsafe.
49c	<p>Assuming then that the Farm Camp, Cameron, and Dick roads will be open, riding can easily be enhanced by opening short segments of county roads and/or snowmobile trails. IE allowing ATV use on a portion of county road 254 where the Rice River bridge is to connect the Farm Camp with the snowmobile trail will provide another dimension to the network as well as disperse use. Using the portion of Marcell North snowmobile trail from CR 254 to FR 2423 (Jingo Road) will expand the rideable network as well. All of these proposed connections are on good locations environmentally as well.</p> <p>I am sure there are numerous other short connections that could be made forest wide that will go a long way toward developing the network so desirable to ATVers. Doing so will take the heat off you guys and will put you on a pedestal that you do listen and you are in fact good guys with the white hats. I included a copy of the map I received at the open house and indicated the 2 viable connections that I talked about.</p>
	50. Harms, Dan
	Date: Saturday, October 28, 2006 4:31:03 PM Subject: OHV Trail Access Comment
50a	Unfortunately, I was unable to attend either OHV meeting in my area but I was told by neighbors that the trail accessing our property, road 2112B, Sugar Lake Drive NE, Torrey Township, Cass County, MN, is not on the list of trails that OHVs will be allowed to use. There are 12 property owners that use this trail as their only access. It is more or less our driveway. We pay an access fee to the federal government, we plow it and maintain it. I personally take my little 3 wheeler ATV, 1 mile, out to my mailbox on Vermillion Lake Road once or twice a day because it does less damage, consumes less fuel and pollutes the environment much less than my 4 wheel drive pickup. Our group of property owners has paid for gravel, grading and snow plowing continuously. I also take my ATV, yard trailer filled with class 5 gravel, that I purchased, in tow to the trail to repair wash-outs, pot holes and any other damage or obstacles that may have occurred. I also have taken my leaf blower, rake and shovel to keep the ditches clean to prevent road base erosion. I mention these things that in the event that damage caused by OHVs is a primary concern; it is not a concern with this trail. I and my neighbors have it covered. Please add road 2112B to the list of trails that can be used by OHVs.
50b	I am not sure of the status of consideration for the federal forest service road, Vermillion Lake Rd. (Long

50c	<p>Lake Rd.). Since this road has no ditches and it is very sparsely traveled by licensed vehicles, it would be appreciated if this road could be opened to OHV travel also. If this road is opened, the local residents would not need to load up their OHV, drive a mile or two to an approved trail, and unload it just to go for a short ride in the woods.</p> <p>This is my last comment or recommendation so please read on. I fully agree with efforts to protect our natural resources from those uncaring or inconsiderate few. I believe that more regulation of equipment and less regulation of people would be a more effective method to accomplish this. When I stop at the local OHV dealers I see equipment and accessories for sale that should not be allowed on public property. They sell large, heavy, powerful machines with narrow tires that have huge traction bar treads that will easily tear up any place they go. If laws lessened the weight and the horsepower and also required wider tires with smaller tread, there would be much less reason to regulate people.</p>
	<p>51. Hass, Doyle</p>
51a	<p>DNR</p> <p>I would like to see Battleground State Forest changed from close to limited access. I understand limiting access and prefer this option, but totally closed makes it almost impossible to access large tracts of land especially during winter months.</p>
51b	<p>Forest Service</p> <p>I see a major need to open access to large tracts of land for trapping and big game retrieval. An option could allow access by permit during open seasons.</p>
	<p>52. Hecimovich, Darrel</p>
52a	<p>I wish the forest service would reconsider #2429 (Orchid Road) as a multi-use for OHV's. There is little traffic on this road except for the two landowners (one on each end). Also, the speed of regular vehicles is slow due to the curves. The use of OHV's would allow an east-west movement to tie in with some of the designated OHV trails off of County #163 and #29. As you probably know, there is a movement to allow OHV's on some of the lower maintenance county roads such as #163, which would provide for a more continuous trail system starting at Squaw Lake.</p>
	<p>53. Hedeon, Carter (Itasca Moraine Chapter, North Country Trail Assoc.)</p>
53a	<p>Date: Tuesday, October 31, 2006 11:23:38 PM Subject:Public Comment, ORV Use in Chip. Nat. Forest</p> <p>Please add the following comments to the public record in regard to OHV use in the Chippewa National Forest. They are written specifically to address concerns of the Itasca Moraine Chapter of the North Country Trail Association in regard to existing and potential OHV abuse of the North Country National Scenic Trail (NCNST).</p> <p>First accept the chapter's thanks for the apparent intent of the Forest Service to close many roads to OHV use where adverse impacts to the NCNST could occur. However, in reviewing the maps obtained at the Chippewa-Area Forests Public Meeting in Bemidji, MN recently, I noted other roads which if closed to OHVs would further protect the trail from noise and probable incursion. Although realizing that there are many factors in the decision making process, I ask that further assessment of the following trails noted on the maps take place to consider a closed status designation, thus enhancing the protection of both the NCNST and the hiking experience. To simplify this request I will note them as being in one of the following categories: 1) OHV trail on the NCNST, 2) OHV trail too close to the NCNST, or 3) OHV trail crosses NCNST.</p> <p>1) OHV trail on (?) the NCNST (according to the map) Road #: 2823 and 2324</p> <p>2) OHV trail too close to NCNST Road #: 2803, 2792, 2303, 2321, 2101, 2108, 3763, 2101D</p>

	<p>3) OHV trail crosses NCNST Road #: 2611, 2107 (four crossings), 3790, 2108, 2108F, 2849, 2117, 2792, 2101, 2492, 2743A, 2105</p> <p>I appreciate your further review of our concerns.</p> <p>Carter B. Hedeem President, Itasca Moraine Chapter, North Country Trail Association,</p>
	<p>54. Hedeem, Florence</p>
<p>54a</p>	<p>Date: Monday, October 30, 2006 10:29:56 AM Subject: Chippewa-Area Forests Comment</p> <p>Comments on DNR Classifications and Designations:</p> <p>I was very disheartened to learn that the Mississippi Headwaters State Forest is to be classified as "Open" as a concession to the Beltrami County Commissioners. In my opinion "Closed" is the more appropriate classification. At the Bemidji meeting on October 24, I spoke with the Beltrami County Land Manager and shared with him our experience as canoers on the Mississippi River. We have canoed the area bordered by the Mississippi Headwaters State Forest several times. Where ever motor vehicles have accessed campgrounds or staging areas they have been very badly damaged and littered with trash. Along with others in the Headwaters Canoe Club we have cleaned up the Mississippi River from the Headwaters to Wolf Lake. Canoers don't make the mess, but we do care about our impact on the environment and do what we can to preserve it. However, we can't keep up with the abusers.</p> <p>The waters of the Mississippi don't belong to us, or Beltrami County, or any other users. They belong to all of the natural world from the Headwaters to the Gulf of Mexico to the seventh generation. For humans to treat the river with such disregard here, now, is unconscienable. Unfortunately past experience (particularly at Spider Lake west of Pine River) has demonstrated the ineffectiveness of signage. Enforcement of appropriate useage is also nearly impossible given the resources committed to Conservation Officers, even in cooperation with other law enforcement entities.</p> <p>I'm also aware of "Where ATVs are Ridden: An Analysis of Data Collected for the Minnesota Department of Natural Resources" by Gene Larimore, that indicates that 75% of riding is done on private lands and trails, 15% is on public road ditches, and 15% is on public lands and trails - a rounding of the figures analyzed. Rather than increasing the amount transferred from the Highway User Tax Distribution Fund, as was suggested by the DNR Trails and Waterways official at the October 24 meeting in Bemidji, the DNR ATV trails account should be reduced to a total of approximately \$210,000.</p> <p>Comments on Forest Service Roads:</p>
<p>54b</p>	<p>My primary recreational use of the Chippewa National Forest is hiking on and assisting in the maintenance of the North Country National Scenic Trail (NCNST), a national trail system under the jurisdiction of the National Park Service. The incursion of ATVs on the footpath is particularly egregious where it is crossed by or proximate to an ATV trail and the footpath is excessively wide, for ease of maintenance by machines.</p> <p>I sincerely appreciate the sensitivity of the Forest Service to limit ATV trails that will negatively impact the "quiet sport" use of the NCNST. An ATV access off of #126 to a small lake presents a strong potential of negative ATV impact on the NCNST. I was unable to bring up the maps on my home computer, so cannot further comment on potential conflict in other areas. I believe that the "Closed unless posted open" designation will permit the most appropriate use of the Chippewa National Forest roads and trails. Soil types and abundant wetlands cannot withstand the kind of useage prevalent with ATVs, no matter the</p>

	amount of signage or enforcement.
	55. Hedstrom, John
55a	<p>Date: Thursday, November 02, 2006 3:26:59 PM Subject: Morph Meadows / Special Use Permit</p> <p>I was told that you are the person to write my concerns about the closing of the Morph Meadows NE area to ATV traffic. I use this area for bear hunting and recreational use.</p> <p>I understand the reasons for closing the area to traffic and agree - except it has taken me many years to learn the area. I am in the process of becoming a bear guide in the area and would loose most of my sites. The closing of North Winni was acceptable, but now I have nearly nowhere to bait remotely if Morph Meadows is closed. I would like there to be a conditional use permit available for guides in the Morph Meadows area as part of the National Forest "Special Use Permit" for ATV use for guides and thier clients to get to and from bait stations.</p> <p>Aside from that - I would have no objection to the closing of the areas to ATV's.</p>
	56. Herfindahl, Jeff
56a	<p>Re: Comments on Chippewa and Area Forest Roads Dear Forest Supervisors,</p> <p>I live on the edge of the Chippewa National forest and I recreate in and near the forest on a regular basis and I now many of these Road/Trails as good as the agencies. Myself, like many other forest users prefer to ride out our driveway through the public road ditches and on to the Forest Roads to ride our ATV's. This experience is much better than the "park and ride" type loop trails. This is why it is so critical that recreational ATV'ers can get from point "A" to point "B" without loading and hauling. This is also why all level 2, 3 & 4 Road trails must be open for ATV use. This can be accomplished by shared use with highway licensed vehicles on the level 3& 4 Roads. Further, it already states in the Minnesota Department of Natural Resources Off Highway Vehicles Regulations 2006-07 handbook, Page 7, that Public Road Right of Way is open to Class I ATV's in the Ditch and open to Class 2 ATV's (beginning Dec. 12, 2006) on the shoulder or extreme right side of the roadway. And after all the State and Federal Forest Roads are "Public Roads".</p>
56b	<p>I feel land access issues are becoming the single most important issue for forest users in the Chippewa and Superior National Forests. Therefore I am against internal decisions that affect all forest users such as the latest scam declaring the soumi hills non-motorized. I heard Mike the Forest Service say right out loud that ATV's and other motorized won't be allowed because the non-motorized users want an experience with no motor noise. Gasp. First, we teach our children to share at home and at school and here you have educated professionals that say "No Sharing!". How can we allow such selfish people pushing selfish management practices. Frankly, I just do not understand your continued efforts to restrict motorized access to public lands. No one is asking the Forest Service to spend large amounts of money on these roads; they have been largely maintained by the forest users themselves for years.</p> <p>Also, I work for the Itasca County Highway Department, I am aware that there is a large deposit of gravel south of McDonald Lake, partially located in section 35, T 58 N., R 27 W. These road aggregates will be necessary in a few years when County Road 48 will be reconstructed. Also, looking just a little farther ahead this material could be hauled many miles to supply gravel and Aggregate needs when other sources are depleted.</p>
56c	<p>Ultimately, you and I both want a Forest plan that everyone can live with. This won't happen with a plan that closes many of the roads in the forest. First your efforts to notify users have only scratched the surface in and around the Chippewa National Forest. The forest users do not only live close to the forest, many forest users are from southern Minnesota or even Duluth or Grand Rapids. It is human nature to wait till something is gone before you react. You will hear the public outcry only after an unfair plan is adopted</p>

	<p>and enforced. All I want is my children to have the same opportunities for recreation that I have enjoyed.</p> <p>The Chippewa National Forest gives many opportunities for recreation including Hunting, Fishing, Snowmobiling, ATV'ing and Berry Picking. Not to mention the many benefits to area tourism through its many campgrounds and other amenity sites. None of this would be possible with out the infrastructure of the Forest Road system. In addition, we would not have access to vast sections of the Chippewa National Forest. Quite simply all our Forest roads and bridges need to be maintained to continue to provide the economic and recreational stimulus to our area.</p> <p>Furthermore to manage the Forest properly you should provide Timber sales, this helps three ways 1). Provides income for the US Forest Service 2). Provides jobs for loggers and timber processors. 3). Reduces the amount of fuel for wild fires in the over mature stands of dying Timber. Also, to sell Mineral Aggregates to Highway agencies and their Contractors. Let's not forget to keep the forest open to all forest users both motorized and non-motorized. Sharing is a good thing.</p>
	57. Hocking, Lyle
	<p>October 31, 2006</p> <p>Keep roads open for ATV use. Use your effort for better enforcement.</p> <p>[Repetitive comment, see Wilderness Wheelers list and map]</p>
	58. Hogate, Ross
58a	<p>Before you open or close roads and trails I suggest that your personnel actually go out and travel these roads and trails. I firmly believe that your department people have no idea what condition your trails are in.</p> <p>2101 B – Goes through private property that is posted! 2105 – Has gate across that says foot travel only, trees down everywhere, cannot drive it 2101 D – No post or numbers 2101 N – No post or numbers 2043 A – Trees all over 2753 – Trees down, severe over grown 2101 I – Does not go as far as shown on map, post-no numbers 2746A – Does not go as far as shown on map, dead ends at pond, post-no numbers 2763 – Severe over growth, post laying under grass 2763 A – Better trail – some over growth 2101 L – Why is it closed? Same trail as 2763 – it connects 2101 M – Goes to private land – impassable with truck in normal year</p>
	59. Horbach, Dean
59a	<p>October 30, 2006</p> <p>Comments for the DNR The Eagle Country Snomo trail from Remer to Outing has been used by ATVs for a long time and it is a good route to make the connection. People from Outing, Emily, and the Thunder Lake area utilize this trail to get to Remer. Please work with the USFS to keep this trail open. Also during deer hunting it provides access to hundreds of acres. There is also an oxbow lake that gets duck hunting use.</p>
59b	<p>Comments for the Forest Service Please work with the DNR to keep Roads 2069, 2069A, 2076, and 2066 open for ATVs. This is the snowmobile trail and it a good connector from the south to Remer. I would like to see all of the higher grade roads 2103, 2101, 3579, 2104, and 2117 open for ATVs. There is no history of accidents and I don't think more would result.</p>
	60. Hovde, Peter
	Date: Friday, November 03, 2006 4:30:05 PM

<p>60a</p>	<p>Subject: Buena Vista State Forest classification</p> <p>It is my understanding that the Beltrami County Board has asked the Department of Natural Resources to change their proposed "limited" OHV classification for the Buena Vista State Forest to "Managed."</p> <p>I urge in the strongest possible terms not to do this.</p> <p>All the science I have researched about motorized traffic indicates that OHV recreation states clearly that OHVs should be limited to a small, less sensitive area in any region. Even a causal observation of the damage in our state forests, and a little common sense says the same thing.</p> <p>Since no motor vehicle, especially the three types of OHVs can "tread lightly," and few of them are operated in an even remotely light way, the damage they do in even normal operation must be contained.</p> <p>Classifying a forest as managed is simply to open the forest up to the worst kind of damage, as they people on their machines run wild.</p> <p>I would urge your group to give maximum protection possible to this state forest.</p>
<p>61a</p>	<p>61. How, Douglas</p> <p>October 26, 2006</p> <p>SUBJECT: Proposed trail and road restrictions in the Chippewa National Forest.</p> <p>Gentlemen, I have a list of concerns in regards to proposed restrictions in the CNF that, if implemented, will affect me, my family, hunting friends, and I am sure many others that use our forest acres.</p> <p>My name is Douglas D. How. I have been a Cass County resident for almost 23 years. For most of these years I have lived in Boy River Township 1½ miles east of the town of Boy River.</p> <p>My number one priority while hunting is safety. I found that by hunting east of Hwy. 8, north of Federal Dam, entering into the woods at #2265 offered me and my 3 older sons a large enough area that had little hunting pressure from other hunters. It was a good spot because we were not moving in on others that had already been using this area as their main hunting location. We could spread out a safe distance from each other but because of the trails could get in and out without to much concern of getting lost.</p> <p>My oldest son David was 17 that first year. He is now 39 and married to Missi. They have 2 teenage sons, Tim, 17 and Matt, 14. Missi is as avid a deer hunter as any of the rest of us. Matt started out his first season with an eight pointer about 8:30 opening morning. It was the first deer harvested by our group that season. That makes for a good memory.</p> <p>Mark, my second son, was 15 his first hunt. lie also shot the first Buck of that hunt. That makes another good memory. Mark has a son that may be a hunter in a few more years.</p> <p>Mike, my third son, started hunting that same year at age 14. He has bagged the biggest and most of the nicer Bucks over the years. Mike has 4 sons. The oldest has more years to wait to hunt. The other 3 will follow shortly thereafter.</p> <p>My daughter Debbie tried hunting at age 12. She spent most of that first morning singing in her stand. That was the extent of her hunting career.</p> <p>Jonathan, my youngest son started hunting at 12 years of age. He is now 27. He has been joined in these hunts by his brothers-in law and now his father-in-law. Jon dresses his son in camp. I wouldn't be shocked to find that the kid has camo diapers. Other friends of the boys have hunted with us in the past from time to time.</p>

	<p>I have a good friend that I went through high school with that hunts with us. Gary drives up from Apple Valley just south of the Twin Cities. Gary is now 60 years old. His son will join us for this season's hunt.</p> <p>Dan, last but not least, rounds out our main group. I met Dan through business. He has become a fast friend of mine and all the rest. Dan has had his youngest of two daughters hunt with us as well as his brother, Steve. Dan is from Bloomington.</p> <p>My concerns.</p> <p>#1. Safe parking.</p> <p>61b Picture #1. We enter our hunting area at #2265 off of Hwy. 8 north of Federal Dam. The proposed changes would make it illegal for us to drive our vehicles into the clearing that lies just inside these trees. We would have to park them along the highway. This is not a safe choice.</p> <p>Picture #2 demonstrates my concern. We would have a string of 5 or 6 vehicles, including some trailers, along the highways edge. If we have snow the plow doesn't always plow wide enough for parking even being an option.</p> <p>Picture #3 shows the clearing just inside the tree line, about Soft off the highway. This clearing covers about 5 acres. We have parked our vehicles in this clearing all these years safely away from traffic and vandalism. We use just a small space on the right in this cutting. We join up here for lunch and such before heading back out for the afternoon hunt. This makes for a safe spot for putting on and taking off the heavier clothing and getting guns in and out of vehicles. It provides a good spot for unloading and loading the ATVs. We have parked a RV here for overnight stays and have considered doing so again.</p> <p>#2. Restricting use of ATVs.</p> <p>61c We spread our hunters out over the length of this trail (2265 & 2265A). We call the farthest point the "3rd Cutting". It was a fairly fresh cutting 23 years ago, but is well over grown now. Preventing the use of ATVs would cause us to have to bunch up closer to the highway. Some of us are no longer able to hike any distance due to age and physical issues, much less drag deer any distance. The ATVs allow us to continue to be a part of the hunt. We do not drive the ATVs off of the trail. We walk from the trail into our standing areas. We drag out to the trail any deer we harvest. Then we use the ATVs to get the deer to the clearing where we park. I believe the proper use of the ATV can save on injury and even heart attacks especially for us older hunters.</p> <p>#3. Banning the use of motorized vehicles in the Drumbeater Lake area.</p> <p>61d I am certain that by restricting our ability to safely park off of the highway right of way and the banning of ATVs in the area from Federal Dam to Bena will put a stop to our family hunting tradition. It may put a complete stop to deer hunting altogether for the older ones of us that otherwise could still look forward to a number of good years with our families and friends. Trying to locate another suitable site for our group to continue our hunting tradition without moving in on other hunters may not be practical. Safety would most likely be a factor. More hunters in tighter quarters would lead to a greater opportunity for injury or worse.</p> <p>#4. Walking Trails only.</p> <p>61e I shot my first deer north and west of what we call the "second cutting". My son Mike and I drug it out to the edge of this cutting. It was 10 degrees above that morning. By the time we got it to the cutting we were worn out. It was a drag of a good distance over and around many dead falls and a lot of brush. We left the deer there and walked back up to the clearing where my Toyota pickup was parked and drove it down to retrieve the deer. The first three seasons I harvested three deer in the same general area around the "2nd cutting". I was able to drive in to retrieve all three. This trail is now fully grown over and is no longer accessible accept by foot. Many of these trails that 20 years ago could be accessed by two wheel drive trucks cannot be accessed by ATVs now. It is hard for me to even find where some of these trails used to be. The ATVs have taken the place of the trucks in bringing out the</p>
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<p>61f</p> <p>61g</p>	<p>deer. The trucks no longer can make it this deep down the #2265 trails. The forest has been reclaiming much of the trail system in the Drumbeater area, because of the lack of use by humans over the past many years. Human traffic has greatly declined in this area.</p> <p>#5. Economics.</p> <p>The Ma and Pa convenience stores in Bena, Federal Dam, Ball Club, and others, are not exactly making a financial killing as it is. The few dollars that each hunter spends in these stores for gas, cokes, and candy bars helps these stores remain in business, not just for the owner's benefit, but for the benefit of the people of these communities they serve. Those of us that live here need these stores.</p> <p>There are those that make some of their annual income by harvesting boughs in this area. If limited to foot access only, I am sure they would be forced to look for other areas to harvest their boughs. The financial well being of many businesses and individuals in the whole Chippewa National Forest will be greatly affected by these proposed restrictions. We are not living in a high income area as you well know. ATV owners will not be buying gas for their machines. Some will choose to hunt elsewhere or stop hunting altogether. Our area businesses will not be benefiting from this groups dollars at all. Our communities need the revenue that is generated from hunters. Resorts, gas stations, convenience stores, sporting goods stores, hotels and motel, grocery stores, cafes, and many other businesses rely on this income, and in turn it trickles down to the rest of us that live in and around the Chippewa National Forest.</p> <p>#6 Restricting motorized access to certain lakes.</p> <p>Steve Peterson, Steve's son Scott and Chew Cleveland are all neighbors of mine. These men were born and raised here. The only lake they ever fish to my knowledge is Lucite. The only way for them to do so is with their ATVs pulling in their canoes. I am sure there are others that do the same from around here. This must be true for the other lakes that you are targeting too. Please consider them.</p> <p>I have included several pictures of trail #2265 and 2265A in attempt to show how little use these trails receive. I believe that this trail is a fair representation of the majority of the other trails in the Drumbeater area.</p> <p>I thank you for taking my concerns under consideration and ask that you carefully, thoughtfully and even prayerfully move forward in your decision process</p> <p>I will close with this.</p> <p>The Drumbeater Lake area of the CNF has too little human use now. Hunting pressure is declining every year. ATV use in this area is limited pretty much to the small game and big game hunting seasons. With this in mind, adding further restrictions to motorized traffic would be overkill. It would be as unnecessary as installing traffic lights on every corner in Federal Dam and would have about the same result. It would greatly reduce what little traffic there is now. We can't afford that happening.</p> <p>[Map and 16 photos attached]</p>
	<p>62. How, Jon</p>
<p>62a</p>	<p>Date: Tuesday, October 31, 2006 5:45:05 AM Subject: Closing our deer hunting area</p> <p>I heard just last week that our hunting area north of Federal Dam is on the chopping block for ATV use. I find this to be very disturbing since our family has hunted in this area for many years. We are probably the most law abiding hunting party in the state. Deer hunting as a group is one of the biggest highlights of our year. The proposed closing will cause our hunting party to part ways.</p> <p>I propose that you look at the possibilty of leaving this area open for the hunting season. There is no reason that this area should be closed in the first place. It's not just this area either, it's all of the propsed areas. The area where we hunt is nearly impossible to hunt without the use of ATVs. My father-in-law has such bad feet that he can't walk very far, I gurantee this will end his hunting career. Do we really want to</p>

	take this away from people??? Please think of us, the little people, when you are making this decision.
	63. How, Michael
63a	<p>Date: Tuesday, October 31, 2006 10:15:03 PM Subject: Chippewa National Forest Access</p> <p>I am writing you this Email in regards to the reports I have been hearing about the intent to close down trails in the Chippewa National Forest to motorized vehicles.</p> <p>I don't know the full scope of the plans and proposals, but I would like to voice a few concerns and comments.</p> <p>First off, many of the trails have been used for many years by deer hunting camps. Deer hunting is a very important family activity in this part of Northern Minnesota. These public lands make it possible for hunting parties like ours that can't afford to buy expensive hunting land to have a place to deer hunt. We have been hunting our area for over 20 years, and the trails look very similar to what they did back then. We have been able to use 4 wheelers to drive in the long distances to access stands, haul in portable stands, and drag out deer. This 4 wheeler use really benefits the older guys in our group that have a tough time walking and dragging deer.</p> <p>We also have an area where we park at the beginning of the trail that allows us safe parking off of the main highway. This is an open clearing that also looks very much the same it did 20 years ago. It has plenty of area for our vehicles and is a nice area to gather for lunch.</p> <p>Since we have been hunting this area for so long, it gives us a sense that this land is "ours". By this I mean we are very familiar with the land, and we care about the health of this land probably more than most. We don't want to see this area damaged either, but in the time we have used it, the main trail has the same water holes and many of the side trails have grown over with trees. The land has shown no damage from the ATV use that has been happening each October and November. In fact, much of the time the ground is frozen when these trails are used. Other than hunting season, these trails don't receive much pressure.</p> <p>I would like to ask that you consider leaving these trails open for ATV use do to these reasons. At least consider leaving trail access open for October and November for the very popular hunting seasons. Deer season already has restricted ATV hours – which are a good thing - but having no access would make hunting deer very difficult.</p>
	64. Humenberger, Egon
64a	<p>State forests are a resource and treasure not to be designated by Off Road Vehicles. Was there hunting before the advent of ATVs? Did deer get harvested? How did hunters get deer out of the woods? We are becoming a nation of sedentary and overweight people. We need the exercise to live another year.</p> <p>Off road motorized vehicle use on public lands is a want, not a need. Therefore I would like to see all lands and roads closed for Off Road Vehicle use. Work related and emergency exempted of course.</p> <p>90% of the Chippewa are within 0.5 mi. from a road. No need for ATVs anyway.</p>
	65. Ingalls, Gene
65a	<p>We need way more blue (open) roads. Why are there limitations west of Remer? We need these roads open: 2895, 2561, 2878, 2104 and 2543</p> <p>Why are there so many red lines and so few blue lines?</p>
	66. Inkel, Steven
	<p>Date: Monday, October 30, 2006 9:18:21 AM Subject: Forest roads and classification</p>

66a	My wife and I are 50+ yr old off road motorcycle riders. Over the years we have seen more and more discrimination of motorcycle riders in the way trails are classified. ATVs are given the larges amounts of trails and the confusion of whether those trails are open to motorcycle riders is great. At the meeting in Bemidji the other night I was told repeatedly that there is no difference in usage regardless of the classification. That being an off road trail for ATVs can support the motorcycles that use it, and visa versa. We ride at Martineau and the area is slowly being overrun with ATVs even though it is a designated Motorcycle riding area. Consequently when we ride on ATV trails we are stopped and reprimanded by your law enforcement that these trails are ATV only. I have never been ticketed (I assume because of my age) but my kids have been harassed repeatedly in areas where there is supposedly no distinction between ATV and Motorcycles. With the advent of four stoke engines in the off road machines, the noise and smell are less than that of the current ATVs. Also the damage done by motorcycles is way less than the trails left by the ATVers. And the final beef. OHMs do not ride through wetlands and tear them all up. They usually get stuck and sink first. The only ones that do that are stupid riders.
66b	<p>Has any one looked at the statistics of injuries from riding accidents? I feel that if we allow people to ride public land that there should be more accountability for personal safety while riding. Similar to being in a boat, personal safety equipment must be available and in use while riding on public lands. Having ridden for many years I have watched the growing numbers of both OHMs and ATVs. The OHM groups of individuals almost always where full safety gear of boots, long pants, long sleeve shirts, gloves and helmets while riding. The ATV group on the other hand has moved away from safety gear and even helmets are rare now a days. On a leaf tour this fall we encountered a family of five (2 adults and 3 kids) the youngest was 8 years old. There was no safety gear among the group and the 8 year old was riding a 400 cc machine. This was at Martineau trails that can be very dangerous at spots. We also encountered a dad with his two year old riding on his lap through the woods. I would really like to see enforcement of safety rules be part of this designation.</p> <p>I would like to commend you for your efforts to identify and designate trails for the off road community. This multi group effort is a tremendous start in getting the riding community together and finding common ground for all riders. As a non motorized user of the outdoors (also) I feel the need to protect areas from riders and riders from having incidents with non motorized groups. There is so much land in northern Minnesota that we could be the model for cooperative uses in the country. Again keep up the good work and I applaud your efforts. Thank you for the opportunity to respond to the issues at hand.</p>
	67. Jensen, L.
	(leave open) This is not a Wilderness Area, not the Boundary Water
	68. Jensen, Leslie
68a	<p>I would like to see these Forest Service roads left open so a person could ride from one to another without having to load and unload. If riders ride reasonable and cautious its quite enjoyable. I live right across from Jack the Horse Road and its nice to take a little ride down there.</p> <p>[Repetitive comment, see Wilderness Wheelers list and map]</p>
	69. Jenson, Lorene
	<p>October 31, 2006</p> <p>I belong to the Bigfork Wilderness Wheelers ATV Club and would appreciate you looking into opening the following trails for us to ride on.</p> <p>[Repetitive comment, see Wilderness Wheelers list and map]</p>
	70. Jewett, Larry
	<p>Leave all roads open, this is not a wilderness area.</p> <p>Leave open, 1 logger does more damage than 1,000 4-wheeler</p>
	71. Jewett, Rusty
	Date: Tuesday, October 24, 2006 11:22:00 PM

71a	<p>Subject: Road Closings Where do I begin?</p> <p>What happened to good old Northern Minnesota? What is happening to the place I've called home for over 30 years?</p> <p>What happened to our rights? Does RS 2477 come into play with some of these closings?</p> <p>The outdoorsman of the Remer community are quite concerned with the DNR and the US Forest Service deciding they don't want anyone in their (OUR) woods anymore. I don't understand. You can drive a skidder thru the woods and down a road, you can drive a Cat thru the woods and down a road, you can drive a truck thru the woods and down a road, If you work for the DNR or Forest Service can you drive a ATV thru the woods and down a road? But we can't? Are you understanding the problem here?</p> <p>You have done more damaged to the outdoors blocking trails and falling trees across trails than any ATV could ever do! Are all of you that against ATV's? How much money does the state and federal gov. get from taxes on ATV's, gas taxes, etc. Maybe it would be better if Polaris, Artic Cat, Can-Am, etc. just closed and no one could ride anywhere, same rules for everyone, you guys sell your machines I'll sell mine. I can walk, I'm in shape, I just spent alot of money on a new ATV that I won't be able to use much anymore the way you guys are closing roads. If you can answer any of these questions, please answer this: Looking at your map, forest service road 2750(crosses hwy. 200 between H.City and Remer) should be the connection from the Soo Line to service road 2303, why did you just gate 2750? Its in blue on my map and should remain open to ATV's. Why did you run a Cat down service road 2303 and then push rocks around the gate to try and keep ATV's out? It is marked as a seasonal road, what seasons will the people be allowed to use this road? (only winter?)</p> <p>The people that attended the meetings in Remer last week didn't buy your excuses for closing the roads. Soil erosion(trucks and heavy equipment would do more damage), wetlands(most ATV's have less than 8" of clearance), endangered species(What endangered species? Eagles have nest's on major highways)</p> <p>I've heard several people say, all you are going to do is make criminals out of the average working man and outdoorsman in our community. People that jump on their ATV after a long day at work and just want to go for a little ride and enjoy this beautiful country. True sportsman are not out to destroy our land. I'm not, but I will probably get a ticket someday.</p>
	<p>72. Jewett, Rusty (2)</p>
72a	<p>Date: Friday, October 27, 2006 6:41:08 PM Subject: Re: Road Closings</p> <p>You need to seriously consider keeping #2303 and #2750 open. It is primarily high ground, and people from Remer, Hill City, and the cities travel those trails for joy riding and hunting, and have been doing so for many years. Why try and close them now? I know it is open for snowmobiling, but we want to enjoy these trails in the summer and fall as well. Please reply.</p>
	<p>73. Johnson, Deanna</p>
73a	<p>Oct. 28, 2006</p> <p>I am writing to provide comment on the Proposed Action for the Off Highway Vehicle Travel Access Project on the Chippewa National Forest. I am a quiet user of Minnesota Forest Lands. I hike, bike ride, kayak, bird watch, study wildflowers and fish. I see forest lands in Minnesota as unique and something to be treasured and preserved.</p> <p>The guiding principle of OHV planning in our forest lands needs to be containment in small manageable areas. OHV trails must be sustainable, maintainable, erosion controlled- long term or use is unacceptable.</p>

73b	<p>Upon reviewing the maps at the open house, the area of greatest concern to this writer is the Lost 40 area. There is a closed WMA in the area to the east of the 40, but I was extremely dismayed to see that three sides adjacent to the Lost 40 are Managed forest lands with several trails in very close proximity designated as open to ORV travel. I find it unconscionable to put this precious, unique piece of land at risk in this way. This area of virgin old-growth forest with trees that are 300 years old demands to be protected and treated with reverence. I suggest ensuring a buffer on public lands surrounding the Lost 40 of closed forest of at least a section of land. County highway 26 would make a reasonable boundry to the west.</p>
73c	<p>This writer also pleads that if there are violation problems on trail segments or areas, that in reponse, these segments or areas will be shut down to OHV use. I would suggest the establishment of objective and specific criterion for how much "off trail" excursions and/or damage will be permitted before a trail would be considered for more regulation or closure. This way the Forest Service and DNR would have a prepared response when these problems occur. This would assist the agencies in dealing with future issues and controversy and more importantly would provide resource protection.</p> <p>Thank you for this opportunity to provide comment. I would appreciate a copy of the environmental assessment.</p>
	74. Johnson, Eric
74a	<p>would like us to consider not allowing ATV access on 2419B. and 2419. These are short sections of road that are near private land and also the major roads that lead to 2419B are listed as not suitable for ATV use.</p> <p>this road is off a township road that may be vacated.</p>
	75. Johnson, Jim
75a	<p>MYSELF ALONG WITH 5 OTHER 4 WHEELERS SPENT THE DAY LAST SATURDAY 4 WHEELING IN THE NATIONAL FOREST ON LOGGING ROADS AND TRAILS, WE TAKE OUR TIME ENJOYING THE BEAUTIFUL LAND AND DO NOT GO OFF THE TRAILS AS WE UNDERSTAND THE LAWS AND DO NOT WANT TO LOOSE OUR PRIVILEGES TO RIDE, WE WERE STOPPED BY A DNR OFFICER TO CHECK OUR TABS AND TO SEE IF WE WERE HUNTING, HE INFORMED US ABOUT THE UP COMING CHANGES ABOUT CLOSING DOWN MOST OF THE FOREST TO ATV USE, WE ARE OUTRAGED AT THIS, I SEE YOU HAVE UP COMING MEETINGS ON THIS UP NORTH BUT WE ARE FROM THE CITIES AND CAN NOT ATTEND. PLEASE FORWARD THIS TO WHO NEEDS TO RECEIVE THIS LETTER, WHAT CAN WE DO TO KEEP OUR RIGHTS!!!!!!!, WE WOULD BE WILLING TO BUY SPECIAL TAGS FOR RIDDING AND USE THAT LICENSE MONEY FOR ENFORCEMENT TO GO AFTER THE PEOPLE THAT ARE RIDING OFF THE TRAILS AND IN THE WOODS, SWAMPS AND WATERWAYS AND DAMAGING THESE AREA'S, NAIL THEM WITH STIFF FINES AND TAKE THEIR PRIVILEGES AWAY BUT DON'T PUNISH ALL OF US FOR A FEW THAT ARE ABUSING. WE PICK UP GARBAGE ALONG THE TRAILS THAT GETS LEFT OUT THERE AS WE WANT TO KEEP THE AREA CLEAN AND NEAT, PLEASE LET US KNOW WHAT WE CAN DO.</p>
	76. Johnson, Leon
76a	<p>Date: Monday, September 04, 2006 3:31:58 PM Subject: OHV's on State Forests</p> <p>Managed and limited catagories for OHV's on State Forest should not be an option! They should be all CLOSED.</p>
	77. Johnson, Wendy
	<p>Date: Wednesday, October 18, 2006 9:15:47 AM Subject: ATV TRAILS</p> <p>We do a lot of riding up in the Longville area and my family and friends and I just love the area. We have encountered a lot of people out in the Chippewa forest riding the trails for instance--Hunters and FAMILIES, to even consider taking these trails away would be very heart breaking just for the fact now</p>

	<p>you are or who ever is taking family fun away from every one. What better way to spend time with friends and families out in nature enjoying the trails, nature and the beauty of every thing and if lucky enough see deer.</p>
77a	<p>I would think instead of taking the trails away people should be more concerned about the garbage that is out in the woods--we have seen old boats, couches, chairs etc... I would think OUR SO CALLED ENVIRONMENTALISTS would be more concerned about that and how that affects the wildlife more then us on the trails.</p>
77b	<p>Every time we are out we pick up the garbage on the roads and on the trails that is left behind.</p> <p>I don't want to sound angry but I am very upset along with many others --what about the businesses that sell ATV's think of the loss of sales for instance my brother would like to buy another wheeler and now he is not with the changes to the trails that could happen. Think of the loss of buisness in the areas that people go to like Longville, Hackensack and other towns--loss of buisness there also, people could very well stop going into the areas because they are losing there rights to be out. Possible loss of jobs because people stop buying the wheelers. Snowmobiles are not in demand like they use to.</p> <p>Also I feel that if you or who ever wants to take the trails away from the atv's then the snowmobile trails should be taken away also!!</p>
77c	<p>What about the option of us paying like the snowmobilers we pay a trail fee??? We would not have a problem with doing that and I don't think a lot of others would have that proble either, then we will be helping out too and have the same rights to use these trails like the snowmobiles and the money would go into the trails</p> <p>Thank you for your time and consideration on this issue This is very important to us and would like our voices heard, but we are not able to make it to the meetings for we live in the cities but have a place in Longville.</p>
	78. Jungwirth, R. C.
78a	<p>It seems unfair to close the woods to the majority for the few ATV, snowmobile etc. It would be more fair to make these trails minimum maintenance or no maintenance. We didn't have any trouble using these roads before you took over.</p>
78b	<p>Forest roads could be maintained every year by chain brushing each side and grading every 5 years.</p>
	79. Kelley, Jean
79a	<p>For the deer hunters is there a possibility to have trails open during deer season? Seasonal usage? Re: Suomi Hills I can't imagine someone walking around the "quiet areas" during deer season too noisy and dangerous.</p>
79b	<p>2133 This road provides access to ATV trails. No conflict between cars and ATVs. Leave this open to ATVs please as you can see there are several roads you've designated as open to ATVs that come off of this road connects to Soo Line and 3903, 2133B and 2133G. Road 3901 feel it should be open to ATVs, it is already existing road in the Chippewa National Forest and is in use by motor vehicles, trucks, cars, ATVs and so on. It has been used for over 50 years by automobiles.</p>
79c	<p>Road 2137 under consideration for mixed use, I'd say ok for ATVs, they are already using the road and doesn't seem to be any problem with ATVs and other motor vehicles or walkers/ie hikers. Also this is the Pike Bay Loop Road and allows people access to trails in the forest (or other roads that are acceptable) Do not close it as you would lose your connection.</p>
79d	<p>Road 3910 should be open to ATVs. I don't see any damage to the road as 4 wheelers have used it now for years. The designation pr. Map now is higher standard Nat. Forest road (closed to ATV and OHM) In fact the ATVs help keep grass down in the middle of the road. No crashes to my knowledge between</p>

	<p>ATVs and cars.</p> <p>Cass County specifically east and southeast of Pike Bay near town of Cass Lake.</p>
79e	<p>The road south of Moss Lake on the proposed maps is red meaning closed to ATV and OHM however there has been over 50 years of continuous vehicle use on that particular non-maintenance road/why close it now??? It is beautiful, I have never seen any hikers or bikers back there in 50 years, other than myself and family at times but nobody else, only other motorized vehicles. ie cars, vans, 4 wheelers etc. and that area has been used by human beings for 1000 + years as evidenced by the archeological dig done on the south east area last summer. (Do you want to preserve the site???) The current road goes by it but not through it at least it hasn't been studied where the road is yet.</p>
79f	<p>2136 Well maintained gravel surface road running south from Pike Bay along west side of Moss Lake has good visibility and is a good connection to 3772 which makes a cut over to Cuba Hill Road. I don't know why in the world you would close 2136 to ATVs. No damage to road with ATV use, only 1 house even near it at intersection of hwy County 143 and 2136.</p>
79g	<p>3772 Under consideration for mixed use, please keep it open as I said above it makes good cut over to Cuba Hill Road 2133 which as I have said in other comments-should be open to ATVs.</p> <p>2133 Cuba Hill Road is supposedly closed to ATVs. Why? It is wide, straight has good visibility, gravel surface, no damage has been done to it from ATVs. It joins up with Soo Line Trail (open it to ATVs please)</p>
79h	<p>Road #2996 is a well maintained gravel road with good visual/visibility. No damage has been done from 4 wheelers. I would like to see this road left open to 4-wheelers (ATVs).</p>
79i	<p>Road 2133 Cuba Hill Road should be open to 4-wheelers, also a good visibility road. No 4-wheeler/ATV damage done to that road. Makes no sense to have a "little itty bitty" road number 2133G off Cuba Hill Road open to ATVs but Cuba Hill isn't? It would cause more problems to have a vehicle and trailer parked on Cuba Hill Road so an ATV could go on the short road 2133G. The vehicle and trailer would then be a traffic hazard on Cuba Hill 2133 Road.</p>
79j	<p>Why not use a limited access approach as has been done before on the forest. Posted gated roads for hunter walking trails and so on. Other roads to be open?</p>
79k	<p>I don't think fragmented ATV trails will work very well. You need to look at the trails and how to connect them so you have circles, trails not little segments here and there not joined with others. There are some good circle trails already that you have designated open to ATVs but a lot of little trails not joining open ATV trails. Try to keep in mind accessibility for long ATV rides, loops or joining trails like the Soo Line and so on. These will work better than fragmented short little trails. Thanks for letting my have input.</p>
	<p>80. Kelley, Robert</p>
	<p>Date: Saturday, October 07, 2006 8:57:33 AM Subject: Fw: Chippewa National Forest Travel Plan Meetings</p>
80a	<p>First of all, I would like to comment on the fact that most of the people who use these areas for recreation probably do not live in the area. The dates and times of the meetings make it very difficult to attend.</p>
80b	<p>I own a cabin on the east side of Pike Bay in the Chippewa Nat. Forest. We, my family and I enjoy riding the trails in that area on our ATV's. We do not go off of the marked forest roads and main roads, which I expect will remain open. My biggest concern is for things to be left as they are in this area, I have covered most of the trails in the area and feel that the biggest threat to the environment comes in the early spring when the frost goes out of the ground and large trucks hit these trails. They seem to really rut them up and leave them difficult even for recreational atv's to handle. I have really never seen any damage attributable to atv use in this area, only large trucks. The atv use helps keep these roads open, and with out them they</p>

	would be grown over. My family has been in this location for almost 100 years, and I care about the environment as much as anyone. ATV USE IN MOST CASES DOES NOT LEAVE PERMANENT DAMAGE. While I understand that this is not always the case, we all must use common sense in making decisions on trail use. The more restricted and fewer trails that we have to ride on the worse the damage will be. I will always be concerned about our environment and will support your efforts as long as they make sense. I am a member of the Blue Ribbon Coalition and ATVAM.
	81. Kelley, Robert (2)
	<p>Date: Tuesday, October 24, 2006 8:31:43 PM Subject: Re: Fw: Chippewa National Forest Travel Plan Meetings</p> <p>Hello again Jack, In my absence at the meeting concerning trail closures in the SE Pike Bay area, my sister was able to attend. I'm thankful that she was there as I got all of the info concerning my area of concern. The forestry road numbers in concern are as follows:</p> <p>81a 2137, pike bay loop rd., if closed will cut off all cottagers from our sport</p> <p>81b 2133, cuba hill road</p> <p>81c 3910, experimental loop rd. , barely an improved road, would grow over without atv use.</p> <p>miscellaneous roads and trails, 3917, 2136, 3913, 3901, 3915, 3990,</p> <p>81d Jack, in short, I've been riding in this area for 6 years. During this time I've seen atv use increase with no detrimental effect on the trails or environment. To close these trails, especially the main routes like the Pike Bay Loop road or the Experimental loop road would effectively close the forest to all of us who wish to enjoy our sport and our beautiful forest. Safety issues do not exist at all on the Exp loop road, as I've logged many miles on this road and have rarely if ever seen another vehicle. We enjoy atving as a family activity, and this would no longer exist given the present plans for closure. We get out into the forest and enjoy seeing animals, including, deer, owls, wolves, fox, bear, and many others. If we cannot get out on our atv's, we will not get out at all. The mosquito's, gnats, deer and horse flies, along with ticks keep people out of the woods, especially during the mid summer months, (Jack you know what I'm talking about).</p> <p>81e I believe the atv issue is a political issue and not a real environmental issue and would be a shame to destroy it by a bunch of voices from people who NEVER GET INTO THE WOODS. I love our sport and am feeling like I need to abandon it, because we will never trailer our machines to a trail to ride for 2 miles and trailer to another for another 3 miles. Misunderstandings will ruin a wonderful out door activity. The forest should exist for all to enjoy fairly. If we are not in the woods, no-one will be in the woods. I never see anyone out walking in the woods outside of hunting season.</p> <p>81f PLEASE, understand, I've been riding these trails for years. They are dear to my family, and we would be crushed if we were no longer able to use them for this family activity. I also believe that campground use would also suffer greatly at the south end Pike Bay campground, as most of the campers are atvers, loosing revenue for the National Forest service.</p> <p>I would love to hear from you on this issue. I will do what I can to help save our trails.</p> <p>PS, I have helped uncover some fish dumping and deer poaching, not to mention stolen cars reported that we've found as a result of my riding and familiarity with our woods.</p>
	82. Kinn, Zona
	October 27, 2006

82a	<p>I am a member of Wilderness Wheelers ATV Club. If all agencies could work together and set up a good trail system, then maybe the locations posted closed would be better observed. However, a little spur here & there with no connecting trail will just lead to problems.</p> <p>[Repetitive comment, see Wilderness Wheelers list and map]</p>
	83. Kirk, Bob
83a	<p>Level 3 Lucille Lake Road – hunting area connects to logging road. Interested specifically in the spur off Lucille Lake Forest Road 2249A. Uses that for ATV/grouse hunting road in good shape, wants it open.</p> <p>(leave open) How is that we allow planes, boats and fish houses to fly, ride and be moved all about & through federal air, land and water more or less unrestricted yet you are closing road after road to ATV travel. Doesn't sound fair to me!</p>
	84. Koski, Kris
84a	<p>DNR Battleground State Forest should be changed from “closed” to “limited.” The “closed” designation is just too restrictive.</p>
84b	<p>Forest Service FRs 2113 and 2321 should be open to ATVs (Grave Lake Area). USFS should allow some ATV use on closed trails by “special permit” for certain activities such as: trapping, bough harvesting, etc. – at least seasonally.</p>
	85. Kozisek, Gwendolyn & Jerome
85a	<p>Date: Thursday, October 26, 2006 4:49:41 PM Subject: Closing Forestry Road 2112B to ATV traffic</p> <p>We live at the end of Forestry Road 2112B in Cass County. There are four year-round residents and eight seasonal residents on our road. We are seventy years old and do not own an ATV. At various times we had to call on our neighbors for different types of assistance requiring the use of their ATVs. We strongly request you do not close Forestry Road 2112B to ATV traffic. Thank you.</p>
	86. Kuhn, Mike
86a	<p>Spring Lake Open trail all the way to lake for ATV only. This lake has high use as duck hunting and fishing. Trucks ruined road not ATVs. There is a parking area by 2321. Federal Forest Dept. put gate off of 2321J because of eagle nest on n. side of lake. This gate blocked off access to lake. Gate was supposed to be open after Sept. each year. This was never done. Open it up to ATVs only. Wetlands not impacted.</p>
86b	<p>Sullivan Lake Open Forest road 2792F to ATVs so Sullivan Lake can be used by fishermen and hunters. Wetland not impacted. Parking is available.</p>
86c	<p>FS 2321, 2103, 2101, 2112, 2113, 2117 roads should all be kept open to ATVs as corridors.</p>
86d	<p>Oxbow Lake is a high use waterfowl lake open 2069A to lake to ATV only. No need for trucks. Wetlands not impacted. Traditional hunting lake</p>
86e	<p>Twin Lake open 2581 to ATV for hunting & fishing, camping. Wetlands not impacted. People have traditionally used this lake. There is a road which runs straight west off of FR 2103 that doesn't show on map and doesn't impact wetlands.</p>
	87. Larimore, Gene
	<p>I am writing to comment on the “Proposed Action for Off Highway Vehicle Travel Access Project on the Chippewa National Forest.” My comments will be critical because the proposed action will result in ecological destruction and the displacement of traditional forest users. My criticism is based largely on</p>

	two demonstrable facts. I will also offer an alternative solution to achieve the same purpose as the proposed project.
87a	The first demonstrable fact is that the Forest Service does not have the resources to manage OHV traffic on the 1,353 miles of road mentioned in the proposal. OHVs damage roads. The designated OHV route in the Spider Lake area of the Foothills State Forest is unusable by licensed vehicles, including logging trucks, much of the time. This is because OHV traffic has created rutting, road widening, and potholes. A forest road that can sustain light and occasional OHV use will be destroyed by the large numbers of OHVs that will be attracted to that road by maps and web sites. Enforcement resources are crucial to any OHV project. Your two enforcement officers, already with full workloads, will be overwhelmed by demands for enforcement. DNR conservation officers and sheriff's deputies have said that they do not plan to help with OHV enforcement. I understand you do not have the resources to prevent or rehabilitate Forest land near your headquarters at Cass Lake. How on earth will you manage OHV traffic on 1,353 miles of forest roads?
87b	The second demonstrable fact is that OHVs will not stay on designated routes be they trails or roads. Again, the Spider Lake area is an ugly case in point.
87c	Both of these demonstrable facts come to bear on your announcement that you will consider amending the Forest Plan Guideline G-RMV-1 so that OHVs can be permitted on OML 3, 4 and 5 roads. This consideration is clearly aimed at the Woodtick Trail and I am sure is being pushed by Cass County Land Commissioner Norm Moody. In considering this push please remember that the core of your mission is to protect the resource. Opening the Woodtick will compromise this mission. The Woodtick Trail runs next to wetlands and near hills, crosses the North Country hiking trail four times, and borders for several miles a hunter walk-in trail system. OHVs will leave the Woodtick for the wetlands, for the hills onto the North Country Trail and into the Goose Lake hunter walk-in trail system.
87d	An alternative way to meet the purpose of the project is to concentrate your meager resources to a particular area. This means designating Forest roads open to OHV travel commensurate with your management resources. Designate, for example, 20 miles or so of forest roads near Remer, budget for maintenance, and make special provisions for enforcement.
88. Larsen, George & Una	
	Date: Tuesday, October 24, 2006 7:19:23 PM Subject: Atv trails
88a	We would like to see all the green and white dotted lines on the maps to become multi use roads.
88b	We also would like to see the boundary of the primitive forest changed a little so that 3122 and 2384a (which is a old railroad bed) can be connected to 2199 across to 2384.this would make a nice loop for the people that live by Dixon Lake.We live in Mankato and bought out lake home for recreational purposes and sure enjoy our ATV's
88c	We would also like to see the Skimmer Horn Lake road number 2201 made into a multi use road and would like to have the County line road over to 2203 made into a multi use road. that would connect the Decker Lake area in a nice loop.
89. Leone, Perry	
	October 23, 2006
	In regards to ohv use on public trails:
89a	Regarding Trail 3417A: This trail starts in section 22, township 149, range 29 (At the old Kupcho farm, in Moose Park township, in Itasca County) and goes southwardly to my property in section 2, township 148, range 29 (Third River township). The most southern 3/4 mile segment to my property is not on your map. This logging road has been here for years and accesses state, county, and federal lands. This road is approximately eight miles long and runs from County Road 13 to County Road 32. It accesses many,

	<p>many sections of prime, public land which is extremely suitable for hunting, riding atv's, and other forms of recreation. This trail is mostly loam, silt, and clay uplands with some small pockets of seasonal wetlands. This trail was also the old road to Blackduck, back in the early 1900's (see Third River Township records). I can see limiting use on the spurs off this trail, but to restrict atv use of this eight mile, main trail denies access to many who use it, to get to the core of this recreational area. For those whose hunt these areas, restricting atv use will push them back to the highway corridors, which are already accessible, and create more hunters in already overcrowded areas. This could cause many more hunter conflicts. Most of the people who use atv's on this trail, have taken care of this trail and are good stewards. Please add the 3/4 mile southern segment to this trail, as shown on the map, and consider opening the trail, in its entirety, to atv use.</p>
89b	<p>Regarding Trail 2201: Skimmerhorn road is an old county or township road that, except for spring thaw, is very useable by highway vehicles and atv's. Many use it already for hunting and fishing access and recreational atv use. We have traveled this road, to take our kids swimming, to a lake south of Blackduck that has a swimming beach. Please consider opening this road for all use.</p> <p>[Map]</p>
	90. Lichty, Randy Deb & Steven
90a	As outdoor enthusiasts we have enjoyed riding in the Chippewa National Forest. We would like to see as many trails remain open as possible to enjoy with our family and friends for years to come.
	91. Luadetke, William
91a	<p>Re: Closing of Rds/Trails</p> <p>We are not in favor with the closing of any more trails/roads in Chippewa Forests. We live near the Wagner Lake/Lost Forty area and enjoy our 4-wheeling on these trails. Being senior citizens we can't walk in the fish area that has been closed to ATV snowmobiling for several years. We enjoy picnics and the riding that these areas provide to us, and being close to home. We are both certified ATV trainers and where are our youth going to be able to ride?</p> <p>In teaching the younger generation (7,000 youths in 06) 22 in our area just this fall. We try to teach environmental responsibility. I've never seen any problems in the areas along Wagner Lake Road from ATV. I have from 4 WD pickups and you have this under control with wt. limits. Please do not close our recreational areas to our youth and seniors.</p>
	92. Lundquist, Monica
92a	<p>Whenever a government agency creates an infrastructure for public use, there should be funding and a plan to maintain that infrastructure. Otherwise, it quickly will fall into disrepair and become useless. So far, the public presentations your agencies have made on proposed OHV trails give no evidence of a program currently in place to fund and maintain those trails. I believe trail designations should not be published until there is a funding mechanism to maintain the trails.</p> <p>Minnesota and its counties have a very effective program in place for snowmobile users. Clubs maintain trails with user fee funding. Clubs also help monitor usage, so enforcement not as major problem as it might be. Trails not only are mapped, but also posted on the ground. The boat and water patrol uses volunteers to patrol lakes. I cannot understand how you can propose to establish OHV trails until there are sufficient clubs and a funding program to maintain posted OHV trails in the same manner as snowmobile trails. Simply because OHV use is a summer activity not done on frozen ground, maintenance will cost more than the snowmobile program.</p>
92b	Normal use by responsible four-wheeler drivers will cut grooves into trails when there are sufficient numbers of users on a trail. There needs to be a way to restore trails as snowmobile groomers do without having to temporarily close a trail, hire a road grader operator to rebuild the trail and re-seed it before it can be used again. There needs to be funding and designated clubs or someone to do the work.

<p>92c</p>	<p>I'm not sure Minnesota can provide safe areas for modified mudder four-wheel drive pickups. The nature of their activity destroys the land where they run. Northern Minnesota is an area where people are trying to preserve wetlands for the benefit they give to prevent pollution in our environment. We are not in the desert Southwest, where we can offer sand hills for climbing away from sensitive areas. It is apparent that the county, state and federal forest budgets in Cass County do not provide sufficient funding to pay restoration costs for this use. If conditional use permits are offered for private developers away from water, this could be an option.</p> <p>It does not seem fair, however, to ban factory equipped four-wheel drive vehicles from public forest roads in the same category as the modified mudder vehicles. Some of us who live here don't own a two-wheel drive sedan. We have used our factory equipped four-wheel drive vehicles on county, state and federal forest roads to watch birds, take photos of wildflowers, pick berries, get to hiking trails and generally enjoy the scenery. Our neighbors use them to access lakes for fishing, to get to hunting areas and otherwise enjoy the other activities afforded by the area where we live. It's hard to tow a boat or haul out a deer in hunting season with a sedan.</p> <p>We have lived 30 years in the area bordered by Highways 371, 200, 84 and County State Aid Highway 5. That is an area predominately characterized by smaller lakes and wetlands. I believe it has been appropriately designated in past recreational development plans for quieter uses. The area contains the North Country Trail for hikers and the Goose Lake Trail for cross-country skiers. The Sky Blue Waters group has studied the potential for limiting motor size on some of the lakes in this area.</p> <p>Two of our adult three children, who now live outside Cass County, own four-wheelers. Our daughter and her husband own dirt bikes. When friends who own boats with large motors on Woman Lake and Ten Mile have offered me a ride, I have not turned down the offer. I'm not opposed to motorized recreation. I think a 90 horsepower motor is appropriate and enjoyable on Leech Lake, but not on Barnum, where I live.</p> <p>So, I am asking that you continue to designate the area bounded by Highways 371, 200, 84 and County State Aid Highway 5 as a quiet activity area and run the OHV trails through a higher activity area not as filled with sensitive wetlands as this area is. If you are to truly offer diverse use of the federal, state and county forests, then some areas need to continue to be for low-impact use and other areas where high impact use already exists should be those chosen for the OHV trails.</p> <p>In summary:</p> <ol style="list-style-type: none"> 1) Please have a fully funded maintenance program in place before you post and publish OHV trails. 2) Please consider carefully the impact of modified four-wheel drive pickups before adding them to any OHV system. 3) Please consider a distinction between factory equipped four-wheel drives and modified ones. 4) Please consider continuing to designate the area surrounding the Woodtick Trail as low-impact use.
	<p>93. MacGregor, Molly</p>
	<p>Date: Friday, November 03, 2006 9:41:14 AM Subject: Comments on state forest classifications</p> <p>[Repetitive comment, see Mississippi Headwaters Audubon Society]</p>
	<p>94. Maertens, Jerry</p>
	<p>Date: Thursday, November 02, 2006 9:43:06 PM Subject: Comments on the Chippewa Group of State Forests</p> <p>[Repetitive comment, see Mississippi Headwaters Audubon Society]</p> <p>Thank you for this consideration</p>

	Jerry Maertens Issues Chair Mississippi Headwaters Audubon Society
	95. Marthaler, Stan
	October 31, 2006
95a	<p>Small local communities like ours need the ATVs in our area. These riders and their families bring revenue to our little community. Our local businesses rely on ATVs and other family oriented activities.</p> <p>[Repetitive comment, see Wilderness Wheelers list and map]</p>
	96. Mattfield, Robert
	<p>Date: Monday, October 23, 2006 2:24:07 PM Subject: Roads 3305 and 3305A</p>
96a	<p>On 10-19-06 you said you were going to close roads 3305 and 3305A. That road has been are access to are cabin for years. We have own that cabin since 1959 and have use that road all the time. The county state, and forest service has used the road to haul timber out, and has mess the road up many times. We have been taking care of that road for years. I can't tell you how old that road is, but the place was a homestead and the man that own it had to use a horse to get in and out. I think that 14 use to go that way. I hope you re-think this closing at least the part that goes north and south.</p>
	97. McLynn, Catherine
97a	<p>Thank you for the process of inviting public participation and following through with comments you receive. You all did a fine job of presenting and answering questions at the meeting Thursday night. Thank you for acknowledging the potential for some connecting trail into the Suomi community.</p> <p>There are many active "silent sports" enthusiasts throughout Itasca County who enjoy the Chippewa roads and trails for running, biking, skiing, snowshoeing and portaging canoes or kayaks. From my own experiences and those shared with me, those who enjoy non-motorized recreation opportunities are satisfied with the existing non-motorized areas within the Chippewa and the ski trails on state lands in other parts of Itasca County. Some attended the sessions on Thursday night to keep abreast of developments and support efforts to protect the natural resource while allowing reasonable use by those who travel on motorized vehicles. In fact, I think there are several hunter-walking trails that many of us have yet to explore and we look forward to this new map to find those areas.</p>
97b	<p>I recently was seeking access into two lakes north of Jingo Lake Road. While running the Jingo Lake Run, I noticed there were about ten roads that went north from the main road and most had vertical signage on them. The Jingo Lake Hunter Walking Trail was signed non-motorized. I could not, however, find a map to determine where the roads went. I searched the USFS website and could not find a map.</p> <p>Fortunately, the county had printed off a map for their foresters so I made a copy of the Jingo Lake area. Then I went back and noted each road and signage. I could not find 2423I or 2423E but the other ones were correctly marked on the map.</p> <p>I noticed that Jingo Lake HWT designation is written on the map too far north and should be written on the map just south of Two Island Lake and north of 2423 main road.</p>
97c	<p>Also, and this is the most important, I would like to suggest that Jingo Lake Road and others like it be open to mixed use. It is currently marked with a horizontal sign while all the spurs are vertical except one that accesses private property. I have heard many negative comments from ATVers about not being able to ride anywhere and this type of situation contributes to that sense of frustration. If the road is maintained for licensed highway vehicles, it would seem that cyclists, hikers, wildlife and four wheeled vehicles could share those roads. Cars and trucks should travel the roads anticipating wildlife or other traffic so it would seem that all forms of travel could be allowed. I did actually meet ATVers on the road and we safely</p>

	<p>passed each other by as they traveled between spurs.</p> <p>Please consider more miles of higher standard roads to allow connectivity among the road and trail systems.</p> <p>I look forward to many more adventures in the Chippewa in addition to the many hours skiing and running at Suomi Hills Trails, Trout Lake Joyce Estate and Cutfoot Sioux.</p>
	98. Menke, Bill
	<p>Date: Friday, November 03, 2006 11:10:50 AM Subject: Fw: Comments on the Chippewa Group of State Forests</p> <p>Though I am an out-of-state resident, I am keenly interested and familiar with the forests in MN. I served as the USFS District Ranger in Cass Lake for over 9 years and maintain close contact with several of your foresters as well as many professional associates in MN. I fully support the position of the Mississippi Headwaters Audubon Society regarding being more restrictive on ATVs. You should be well aware that Minnesota's leniency toward these destructive forces is watched with dismay from other states.</p> <p>[Repetitive comment, see Mississippi Headwaters Audubon Society]</p>
	99. Meyer, Jason
	October 30, 2006
99a	I agree with the DNR's proposal to classify the Big Fork State forest as "managed." The majority of this forest is primarily used seasonally by hunters and is far enough from large population centers that overuse or environmental damage shouldn't be a problem. I have not experienced or witnessed any environmental problems caused by careless ATV riders. I feel classifying the Bigfork State Forest as "managed" (least restrictive) would benefit current users of the forest allowing them to continue to use ATV's as they are accustomed, while not compromising environmental standards.
99b	In review of the proposed ATV plan for the Bigfork State Forest and the Chippewa National Forest, I would request the Forest Service to allow ATV travel on FR #2187 (between County Road #14 and FR #2402). In addition to the above comments to the State, I would add the following: I am part of several hunting groups who have been accustomed to using Forest Road #2187 to access logging roads and trails. For the most part, ATV plan proposals would allow continued ATV usage to these spur "logging roads" which intersect FR #2187. I feel the current designation of having FR #2187 closed to ATV travel is unreasonable and unnecessary. Forcing people to trailer ATVs for ¼ mile stretches of FR #2187 to access "allowed trails" would cause a major inconvenience to ATV riders and compromise the ATV opportunity the Forest Service is attempting to provide for the area. The straightness of FR #2187 road creates good visibility. The road is relatively remote and lightly used compared to other forest roads closer to population centers. I have not experienced or heard of any safety concerns with ATV use of FR #2187. Please consider allowing ATV usage of Forest Road #2187. Thank you.
	100. Moland, Harvey
	October 31, 2006
100a	<p>Please keep roads open for ATV. Solve your problems with better enforcement.</p> <p>[Repetitive comment, see Wilderness Wheelers list and map]</p>
	101. Mortenson, Tom
	I have a permanent residence on Itasca County's Lake Elizabeth. My east west property line on the south is a portion of the northern boundary of the Chippewa. I access my home via FR numbers 3519, 3755, and 2143. Your current proposal has 3519 open to ATVs and 3755 and 2143 closed.
101a	I respectfully request, that you do a mixed use analysis on 3755 and 2143. Hopefully, this will lead to the opening of them for ATV use. I believe they should be opened for the following reasons:

	<ol style="list-style-type: none"> 1. There is very little traffic on the roads. You rarely meet or follow a vehicle. 2. The roads have many curves and hills consequently speeds are slow. 3. My mailbox is on 2143, just south of stub road 2143G. This is approximately 5 miles from my home. <ol style="list-style-type: none"> a. When I found out where my mailbox was going to be I asked the postmaster why it couldn't be closer, like by Burrows Lake, he said there weren't enough residents to justify having it there. b. Most days I ride one of my ATVs to get the mail, it will be a real inconvenience not to do so. c. Why should I have to drive my gas guzzling 4 wheel drive pickup to get the mail when I can use my ATV which uses much less fuel, and have an enjoyable ride besides. d. A large number of the residents who have mailboxes by mine ride ATVs to pick up their mail and have the same problem as mine. 4. FR number 3510, servicing Burnt Shanty and Lost Moose Lakes, is a state managed road in the vicinity and is open to ATVs. <ol style="list-style-type: none"> a. The road is of the same quality and construction as 3755. b. The number of residences and cabins using 3510 is approximately the same as those using 3755 and 2143. The area serviced by 3755 and 2143 is also much larger and remote. c. If you expect rules and regulations to be followed, the basis for them has to be consistently applied on Federal, State, and County forests. 5. FR 3755 and 2143 has people walking, riding bicycles, horses, and motorcycles on them. I'm just as safe, if not safer riding my ATV, with its lights, and rear view mirrors. 6. FR 3755 crosses some private property. I know the owners of these properties have OHVs of various types and I would expect that they would have no problem allowing ATVs on the road. If not, they will not be allowed to leave their driveways. <p>General Comments and Questions</p>
101b	1. For simplicity, I would recommend allowing ATV use on all level 3 roads unless safety is a concern.
101c	2. All of the short stubby roads that have been designated as open to ATVs will not be used, as no one is going to trailer their ATVs to get to them. If you want the road closed, close it. Don't include them so you can run up the miles open to ATVs when they are realistically closed.
101d	3. On the listing of open and closed roads provided, why weren't the class 3 and 4 roads designated as open provided as they were for classes 1 and 2? I would like to know which class 3 and 4 are open without going through the maps.
	I appreciate the opportunity to respond to your proposal. I would hope my thoughts and comments are considered. If you have any questions or comments, please feel free to contact me. Thank you.
	102. Mroz, Tom
102a	Road numbers 3754, 3755, 2143 & 3853 should be designated mixed use analysis due to low traffic volume and in order to connect designated ATV trails. Road 3755C has been moved in order to avoid private property and should be opened to ATV use. Open all ½ mile or less side roads to ATV use (example – the side road off 3519A)
102b	Road 3518 is opened to HLV use and should also be opened to ATVs.
	103. Neururer, Peter Jr.
	<p>Re: Proposed Off Highway Vehicle Travel Access Travel Project Chippewa National Forest</p> <p>Some of my earliest memories are of walking in the Chippewa Forest. My father drove a truck into the forest on logging roads and then we walked deep in the forest. I carried an old BB gun. It was with this gun, that no longer had a shooting mechanism, that I learned gun safety from my Dad. When I was old enough we hunted Grouse and Deer deep in the forest. I want my children to have the same experience in the Chippewa Forest. Perhaps it's a throw back to my Chippewa Heritage that makes me love the forest</p>

103a	so much or maybe it is just my early experiences. I want my children to be able to camp deep in the Chippewa Forest during deer hunting season. If you close all the access roads to the forest people like me will not be able to hunt in the forest. I am most interested in Roads 3725 and 3725E. Roads 3725 3725E are Township Roads. Boy River Township Board and local people met DNR Hydrologist David Morley. In the meeting the Township Board and local residents stated the desire that the roads remain open to hunters.
103b	We have always been responsible hunters and ATV riders. We use the ATVs to haul in our tent and other equipment. I think that rather than closing so many of these roads you should perhaps close only some. Your maps are old some of the roads have closed from disuse. Please don't waste taxpayer's money on perceived problems that just aren't there. Put in a few culverts across areas where beavers have made roads impassable.
103c	Roads 3725A, 3725E, 3725C, 3725B and 3708 provide access to Drumbeater Lake, the Leech River, beaver ponds, isolated homesteads and old logging areas. My family has used the roads for deer camp for the first week of deer hunting season as well as duck and partridge hunting and small game trapping. This has been a tradition in my family since before I was born. Please keep these areas open for people like my family and me.
103d	<p>The Chippewa National Forest is made a lot of abandoned homesteads as well as old and new logging areas. There are old roads to them which pass through small well distributed timber stands and openings excellent habitat for game animals. ATVs keep these roads open during hunting season and proved mowing effect to maintain vegetation and expose food sources used by wildlife. These roads are then used by cross-country skiers, hikers and for general wildlife viewing. If not used by ATVs they will need to be maintained or they will grow shut in a few years. These roads travel from any modern road. The resultant concentration of hunting along maintained roads if the above mentioned roads were closed is not desirable. By closing these roads to ATVs you are hurting senior citizens that haven't the ability to walk great distances. Your decisions will have a lasting impact.</p> <p>Please don't close the roads in the area of Federal Dam and Boy River. They are not over used and they are needed during hunting and trapping season. As my father told, you save your money to fight the exotic species like the Ash Borer, Chestnut blight, Gypsy moth and milfoil. What good are wetlands if you lost the forest?</p> <p>You provide hunter-walking trail (88 miles of non motorized maintained trails). Why not keep and improve roads for ATV hunters?</p>
104. Neururer, Sara	
104a	<p>October 29, 2006</p> <p>Please don't close my access to our forests. These roads are not used except for hunting. I'm 88 years old and have lived in Federal for most of them. I buy a deer license for most every year and my son provides the ride to these far away wood. Please don't shut off my hunting especially on 37as & 37asc (?). My friend lived there from 1930 to late 1960 – Mr. Abwall on the river.</p>
105. Nixon, Robert	
	<p>I wish to keep all roads open!</p> <p>[Repetitive comment, see Wilderness Wheelers list and map]</p>
106. Olsen, Loren	
106a	<p>Date: Tuesday, October 24, 2006 10:35:35 PM Subject: Roads &4 wheelers</p> <p>The closing of forest roads 2112&2112bwould be disastorous to us. We are at the end of 2112b 1.3 miles in & i use my 4wheeler to go the mail box, plow the road in the winter, go ice fishing as i wont drive my vehicle on the lake. My wife is also blind & i take her for a ride &stop &describe our surroundings. She uses her other senses& my descriptions to enjoy the outdoors. I also pay a yearly fee & maintain the road.</p>

	Hopefully this can be reconsidered, as many will suffer for the actions of a few. I retired with a Heart condition so spend the majority of my time up north.
	107. Peterson, Ray
107a	<p>I would like to see road numbers 2180 and 2181 open to ATV use. I pay taxes in Itasca County and I feel ATV usage on road #2180 and #2181 will not hurt that road system. ATVs have been used on that road system for years and they have not been damaged. Why close them now?</p> <p>I am a land owner in Itasca County and I own land on both sides of road number 2181 and I have no access to that land if road #2181 is closed to ATV use. I pay taxes to use those roads and I would like to use my ATVs on that road system.</p>
	108. Phillips, John
108a	<p>I recently received a notice regarding a public information meeting about Chippewa Forest trail management and ATV use.</p> <p>If I may voice my opinion on the subject, I would like to say I am in favor of continued access for ATV use on existing forest roads.</p> <p>Our family built a cabin on Swift Lake in the 1960's and while our family does very little trail riding we enjoy using the trails for walking and hunting.</p> <p>I realize that our forest areas need to be managed for good use of the resources and also kept in good shape for future generations.</p> <p>Many areas near our cabin have been logged and we have seen snowmobile and ATV's using those forest roads and trails for nearly 50 years. I have not seen any long-term detrimental effects because of either the logging or trail use. The logging has benefited the local economy and wildlife and the trail use has provided recreation for many. We must all keep an open mind for multi-use of our forests.</p>
	109. Pinette, Terry & Judy
	<p>October 30, 2006</p> <p>[Repetitive comment, see Wilderness Wheelers list and map]</p>
	110. Porter, Bill & Jean
110a	<p>Date: Tuesday, October 31, 2006 6:53:02 PM</p> <p>Subject: Closing of roads</p> <p>It has been brought to our attention that it has been proposed to close some of the forestry roads next year. We are retired people and have hunted as a family back of Forestry Road #2747 which is located on the east edge of Boy River township off of Co. Hwy. #4. Our 2 kids and us have hunted this area for 17 years. We use the road to drive in about a mile and then we each walk in about a 1/2 mile to our deer stands. We don't own a 4 wheeler and to close this road would make it impossible for us to hunt that area since we are getting older and would not be able to drag a deer for approximately 1 1/2 miles.</p> <p>Before season we have gone in and brushed and fixed up the road some to make our travel in possible. We have not destroyed the road at all.</p> <p>We pay taxes in the county and are U.S. citizens. What is happening to our rights? Logging companies have made a complete mess of areas that they have logged.</p>
110b	<p>If need be, couldn't the road at least be open for vehicles the time of deer hunting? Maybe, new restrictions need to be placed on 4 - wheelers and the problems that they have caused in the woods. Don't penalize the persons that use the woods for hunting and do not abuse the land. We had dreams of in the future being able to teach our grandchildren the beauty of the woods and the joys of deer hunting and all its' memories.</p>

	Please take this into consideration and leave this small old logging road open for us.
	111. Proescholdt, Kevin (Izaak Walton League of America)
	<p>Date: Friday, November 03, 2006 9:54:08 AM</p> <p>Subject: Chippewa Group of State Forests</p>
111a	<p>On behalf of the Izaak Walton League of America, I urge the Department of Natural Resources to retain the proposed classification for the Buena Vista State Forest, Bowstring State Forest, and Remer State Forest as "Limited" rather than as "Managed" for off-highway vehicle use. We also urge that the Welsh Lake and Battleground State Forests be classified as "Closed." The Managed classification allows OHV riding essentially anywhere unless specifically posted closed, on any user-made trail whether or not the DNR approved it. The closed signs also disappear right away and are torn down. The Limited classification is much, much better for protecting the state's natural resources, since this classification bans off-trail riding or riding anywhere unless posted "open." The League also urges that Big Fork, Blackduck, and the scattered DNR Forestry lands within the Chippewa group area be changed from "managed" to "limited" in order to be consistent with regulations of the Chippewa National Forest. These are good national regulations promulgated by the U.S. Forest Service, and it makes great sense to be consistent across land ownerships there.</p> <p>As you know, the Izaak Walton League of America is a national conservation organization of hunters, anglers, and others who enjoy the outdoors. We have 40,000 members nation-wide, in 300 local chapters. In Minnesota, the League has 20 chapters and 1,600 members throughout the state. League members have been active in trying to protect Minnesota's great natural resources from damage by Off-highway Vehicles.</p> <p>Kevin Proescholdt, Director Wilderness and Public Lands Program Izaak Walton League of America</p>
111b	
111c	
	112. Rajala, Gene
	<p>You have closed way too many of these trails and roads that the taxpayers have paid for.</p> <p>[Repetitive comment, see Wilderness Wheelers list and map]</p>
	113. Rakes, Joseph
	<p>I'm inquiring for the reason of this proposal to close to ATV use, what appears to be 50% of the trails in the area.</p>
113a	<p>I have been using trails in this area for over 46 years with the aid of some type of motorized vehicle. The trails were abandoned logging roads. Most of these trails have not been used for logging for so long, that they have grown in and are now only a few feet wider than an ATV. They may appear to have been created by ATV use but that's not the case. Many of these trails have been flooded over by beaver ponds. Now dealing with the issue of beavers flooding hundreds of acres of forest land is an issue the DNR should be addressing, because where it appears ATV's have driven into wetlands, is actually an original dry trail that was flooded by a beaver pond.</p> <p>I can stand here and say the same trails I have driven on for the purposes of hunting, fishing and viewing nature for 46 years still have grasses growing on them and still produce deer, grouse and other forms of wildlife for everyone to enjoy.</p>
113b	<p>If you close aprox. 50% of the trails proposed, what impact will result on the trails you keep open when you now mandate that 100% of the ATV users must ride on only 50% of the trails? Doubling the use on those trails can't be considered safer for traffic or hunting.</p>
113c	<p>I've seen some trails with ruts that I know are a result of groups of riders traveling at high speeds especially in the Spring when the ground is soft. The ruts are not caused by casual riders or hunters traveling to the area they hunt whether it be deer, ducks or grouse, or fishermen towing a small boat or</p>

<p>113d</p> <p>113e</p> <p>113f</p>	<p>canoe, they all drive slow.</p> <p>My wife and I have always carried cameras when we've been on these trails for nature viewing or hunting, to capture whatever wildlife scenes become available to us. I'm certain there are many just like us that have reached the point in their lives where they simply can't walk for hours at a time, and need the aid of an ATV. Your proposal is greatly impacting our ability to enjoy nature. I look at this proposal as being discriminatory to not only all ATV users, but also discriminatory against anyone with some type physical limitation that has otherwise in the past been able to ride an ATV and enjoy the outdoors.</p> <p>I believe this proposal should be cancelled and one of responsible use of an ATV be initiated. It should include a strong educational format that involves ATV licensing renewal certification. It should include additional trail signage which should state "stay on trail" and also state a speed limit and increased law enforcement possibly with the assistance of trained volunteers.</p> <p>By way of analogy, if it was determined that there were too many drivers exceeding the speed limit on Highway 6, the answer to resolve this problem wouldn't be to close the highway but to increase public awareness through additional law enforcement and signage.</p> <p>Specific trails #s are:</p> <p>2249B 2249C 2321J 2502 2321G 2058 B&D 2117CA 2117C 2117CB</p>
<p>114. Rayman, Scott & Janet</p>	
<p>114a</p>	<p>Date: Thursday, October 19, 2006 12:44:10 PM Subject: Chippewa Forest</p> <p>Unfortunately we couldn't make the meetings in Cass County on the 16th and in Remer on the 17th. We are property owners in Cass County and active members in ATVAM and our local "Over The Hills Gang" ATV club. We enjoy the many recreational activities such MN has to offer such as ATV trail riding, hunting and fishing. We feel compelled to comment on the closing of all roads and most trails to ATV's in the Chippewa National Forest. We are particularly interested in the roads and trails between Outing & Remer and Outing and Longville. As a family of responsible ATV enthusiasts we don't want to see these closures. I appreciate the fact that everyone on these "multi-agency teams" are working hard with local ATV clubs on alternatives. We ask that the team look to providing these alternatives, such as designating trails to local businesses, grooming the ditches, or letting the ATV's use the road surface to ride instead of the ditch, prior to making the decision to ban riding in the Chippewa-Area Forests.</p>
<p>115. Reese, Dick</p>	
<p>115a</p>	<p>Date: Monday, October 30, 2006 7:29:01 PM Subject: forestry roads comments</p> <p>CHIPPEWA-AREA FORESTS PUBLIC MEETING COMMENTS</p> <p>As a bear guide in the area for 29 years, I am opposing the proposed closing of the following roads in Sucker Bay area.</p> <p>3762F---I have been using this road since 1982. It's a very good ATV high ground road-no mud. I go beyond the open part of the road about 3/8 miles---no difference noted.</p>

	<p>2342J---I used this road since 1978. It's a ATV high ground road-no change noticed in 29 years of use.</p> <p>2342---I've used this road since 1978. It's a 4-mile loop road that connects Sucker Bay Road to 3762. There are two soft spots that could use some fill. The road was actually used as a detour for cars when the Sucker Bay Road was blacktopped. It has been used by many 4-wheel and 2-wheel drive trucks that has caused the damage.</p> <p>2955---I've used this road since 1982. It's a gated ATV only road (1000lb). It is a very good ATV road ---no change since the road was improved in 1984.</p> <p>2968---I've used this road since 1983. There are some good-sized mud holes in a few places--- not caused by ATV use. Big trucks caused it-probably when it was logged one year in the mid 1980's. One area about 3/4 mile in could be a possible wetland edge. I could stop at that spot if it is determined to be a wetland.</p> <p>2904---(Harrison Road) The road was built in the mid 1980's and originally gated off to vehicles. The tribe got it opened up in a short period of time. Mud holes caused by 4- wheel drive trucks. It could use some fill in the holes. ATV's don't cause this kind of damage.</p> <p>3739-I've used this road since 1989. It's an ATV road with a couple of mud spots---no damage noted other than a rut a 4-wheel drive truck caused in the spring.</p> <p>3772?---(100 yards from 3772E going NW.) It's a high ground road, no mud at all, has a berm part way in. I've used this road since 1989.</p> <p>2944---This road has some mud holes caused by 4-wheel drive trucks and jeeps. An ATV can go around the holes. I've used this road since 1990.</p> <p>2932---I have been using this road since 1995. ATV and 4-wheel drive trucks use this road. There are 2 mud holes caused by the Forestry during pond testing for 3 or 4 years. ATV's can go around the holes. It is seasonally open to ORV road.</p> <p>2943A---I've used this since 1990. It's a gated signed ATV road (1000lb). It's a very good ATV road---no change noticed since it was built in the mid 1980's.</p> <p>2994---It's an ATV road that I have used in the past but I didn't need it last year. It could be a good connector road from 2135 to 2133. It has a few mud holes in it that an ATV can go around easily.</p> <p>I would greatly appreciate any help on this matter by either opening these roads to ATV use or giving me a permit to use them during the bear season.</p>
	116. Reis, Mike
116a	<p>Why is the Forestry Dept. closing trails – blocking and ripping trees down before they have the meetings for public input complete?</p> <p>If trails are being closed because of ATV traffic, why are trails being closed that don't have ATV traffic? All groups should have input not just the Sierra group.</p>
116b	<p>DNR Classification</p> <p>Some trails should be left unmarked but open if a trail is made open and published, people will search it out and it will get more use than it has never seen. This will leave areas open to individual users (hunters, locals, etc)</p> <p>Example: Roads, trails or however they are classified 3572, 2543 & 2520 just for example. I use these for hunting bear. No one uses these trails before hunting or after. Just leave trails like these alone. Don't</p>

	limit access to the individual users because of the damage done by large groups.
	117. Reynolds, John
	<p>Date: Tuesday, October 31, 2006 9:36:03 AM</p> <p>Subject: comments on reclassifying the Chippewa Group forests</p> <p>Please enter these comments into the public record.</p> <p>While my comments are general in nature they reflect an ongoing serious problem that keeps repeating itself in the process.</p> <p>117a</p> <ol style="list-style-type: none"> 1. Enforcement is considered unimportant based on the lack of attention it receives. 2. Enforcement is considered unimportant based on the lack of funding it receives. 3. Without adequate enforcement unnecessary damage to the environment is guaranteed. 4. Without adequate enforcement conflicts between OHV riders and traditional users will escalate. 5. Without adequate enforcement OHV riders reputation as reckless irresponsible users of the forest will continue to grow creating more public backlash against riders and the MN DNR. 6. Without adequate enforcement the reputation of the MN DNR will continue to decline. <p>117b</p> <ol style="list-style-type: none"> 7. The classification of forests as un"managed" is irresponsible land management because it guarantees damage to the environment by creating an unenforceable environment. This has been proven beyond any doubt by years of failed management in this state and others. The agencies involved know this and are deliberately looking the other direction. That is a betrayal of public trust and I support the removal of those officials. 8. The MN DNR has a proven track record of looking the other way when it comes to ATV damage. They are well known to aggressively search for excuses to allow the damage to continue unabated. They are also well known to aggressively look for excuses to NOT use the ATV damage account to make repairs to ATV damage. I believe that originates from MN DNR Deputy Commissioner Mark Holsten's office given his history of supporting irresponsible and environmentally degrading ATV riding. <p>Here are two websites that show what ATV use in un"managed" forests looks like. The first shows how poorly the MN DNR deals with ATV damage by allowing 100 ton of soil to erode into a small spawning stream during fish spawning season. Instead of stopping the erosion they held meetings, flew over the site and took photos, held more meetings and then DID NOTHING to stop the erosion! They blamed the beavers for flooding the road (even though it has flooded in the past with no erosion). They blamed the rain (even though it has rained before). They tried to blame everything EXCEPT the ATV riders who created the ruts that caused the erosion. One year later the only thing that had been done to slow the erosion was the placement of some small rock dams in the gully.</p> <p>The MN DNR is quick to say "we can" act and that "we have the authority" to act but what they fail to say is that they DON'T act and that they DON'T use their authority to protect the environment for illegal and irresponsible ATV riders. Even with the undisputable damage right in front of them they didn't act to stop the erosion and they didn't use their authority to act.</p> <p>http://www.angelfire.com/mn3/dnrdocuments/HayCreek.html</p> <p>http://www.crowwingcountymn.org</p> <p>I remain completely opposed to classifying any of our state forests as un"managed" free-for-all riding areas.</p>
	118. Rivers, Renee
	<p>Date: Tuesday, September 26, 2006 7:53:25 AM</p> <p>Subject: ATV trails</p> <p>118a</p> <p>I haven't seen the detailed maps at all, so can't provide detailed suggestions about the ATV trails, but I think it is great you are working on trails for ATVs. It will bring a lot of tourism to the area that will help boost the economy. There are a lot of people waiting for them.</p>

	119. Roy, Thomas
119a	<p>I was just looking for some info. as far as road and trail closures to OHV use in the Chippewa I hunt near the Remer area and have heard "rumblings" from local area residents that all roads and trails on National Forest lands are, or will be closed. These logging roads and trails will be blocked with large boulders, gates and signs. Is this info. true? If so, why hasn't anything been released to the public concerning this issue?</p> <p>Many deer hunters depend on there ATV's to get to and from the field and to assist them in transporting game.</p> <p>If these closures are implemented, it will have a major affect on many hunters ability to hunt and get to the places that they have hunted for many years.</p> <p>I am 36 years of age and I have been hunting in the same area for 21 years (this will be my 22nd) and I have been using an ATV for nearly that long. My Father and Uncles are in there mid 60's now and depend on the use of there ATV's to get them to and from there stands and to get a deer out of the woods. If these trail and road closures go into effect, they will not have the ability to walk the nearly 3 miles from our camp to their deer stands and of course dragging a deer that distance would be nearly impossible. This will deter many of these older men from even going hunting this year or in future years.</p>
	120. Ryan, Tom & Barb
120a	<p>RE: Forest Rd #3545</p> <p>This is a road that serves 6 families. It is designated "Forest Road Association" on the \$375.00 (each 5 yrs) permit these 6 families pay. Having just put down \$880.00 worth of class 5 on just the Federal part of the road, a road that we are required to maintain, it would seem unreasonable we would not be able to use our 4 wheelers to travel down to the mailboxes on County Road #48. I was told that this is to protect us from unwanted 4-wheel traffic, yet I believe that it is the responsibility of the private land owners to put up signs declaring that ownership. Also roads are being closed because cars are using those roads. It seems to me that it is only logical that if two cars can pass on those roads, a car and a 4 wheeler could pass without any trouble.</p>
120b	<p>RE: The McDonald Pit Forest Rd #2194A</p> <p>Within the pit there is a dramatic overlook looking west for miles. It seems to me this beautiful view should be promoted, not shut down. The pit has also been used extensively as a target ranger for, not only the community, but also people from miles around. If it is to be gated it should be gated within the McDonald Pit itself. This is not to say 4-wheelers should be allowed in the pit, but the general public should not be denied access to these assets. I am not petitioning that other roads should not be closed but, if they are to be closed, that adequate parking should be provided, otherwise it is like shutting out the public.</p>
120c	<p>RE: Forest Road #3544</p> <p>We are petitioning that this road be opened in the wintertime for access to the snowmobile trail for the community of Suomi and its surrounding neighbors. Again for snowmobilers not 4-wheelers. This would seem appropriate just as the north Suomi Hills parking lot on Highway #38 is left open from the opening of fishing until the opening of hunting when it is closed.</p>
120d	<p>RE: Enforcement</p> <p>In 1986 a law was passed there would be no 4-wheelers allowed yet there was absolutely no enforcement. To make this whole exercise worthwhile stringent enforcement rules must be enforced.</p>
	121. Sharbo, Dave & Karen
	<p>Date: Friday, November 03, 2006 9:47:23 AM</p> <p>Subject: trail designation</p> <p>We live in Hubbard County near Itasca Park. Since moving here full time in 2002 (seasonal since 1972) we have been appalled by the destructive impacts of essentially uncontrolled ATV use in our forests and</p>

	<p>highway right-of-ways. So far we are disappointed in the failure of trail designation to reduce the devastation. We have been following the reclassification process, and would like to weigh in on important current issues in our region.</p> <p>[Repetitive comment, see Mississippi Headwaters Audubon Society]</p>
	122. Sievertson, Paul
122a	Roads, trails, and logging roads should be not closed without specific good reason. Forest Service Road 2033 is used by many full and part time residents to access mail – 1.5 miles – recreation and accessing neighbors including a resort. Please leave it open to all vehicles. No arbitrary closures.
	123. Slinkman, Bruce
123a	<p>Date: Tuesday, October 31, 2006 8:15:13 AM Subject: OHV plan comments</p> <p>My comments on the proposed OHV trail designation are focused on the Buena Vista forest area. As a neighbor to the Buena Vista State Forest I am very familiar with the trails, terrain and soil types in the forest. The soil type is heavy clay and terrain is predominately lowlands. The proposed plan that I saw at the Bemidji open house last week allows OHV use on trails in the Buena Vista forest. I do not believe that these trails can sustain OHV use. The heavy soils and lowlands are too fragile and easily damaged. I have seen terrible rutting on these trails from OHV use over the past many years. Many of these trails are snowmobile trails which are sustainable under frozen ground conditions for winter use. But to allow OHV use on these trails during the rest of the year is not the right resource protection decision. This summer's extremely dry conditions did not give an accurate picture of the normal wet and soft soil conditions in the Buena Vista forest.</p> <p>I respectfully request that the DNR Chippewa planning team revisit the open designation of trails in Buena Vista forest area for OHV use. To protect the forest and trail resource given the heavy and normaly wet soils types in the Buena Vista forest all trails should be closed to OHV use.</p> <p>Thank you for reconsidering your position on this aspect (Buena Vista forest) of the Chippewa area OHV plan,</p>
	124. Somrak, Tom
124a	2342 – Why close this road? A loop/connector opportunity and alternate for Sucker Bay Road during repair periods – don't close 2342.
	125. Sorenson, John
125a	<p>Date: Friday, August 18, 2006 9:43:04 AM Subject: forest trails</p> <p>my view is atvs on forest roads only, accept for a few designated trails ie. old RR grades. It will be hard to define what is a road and trail. In these days when obesity, type two diabitis, domestic oil shortages and possibly polution caused warming of our earth. I think it is time to replace ATV trails with bikeing and walking trails.</p> <p>I am 54 and have had a hunting license from teen years. I hate to see what is happening to our forests! I find trails for ATVs made by ATVers in the woods. No previous trails existed there.</p> <p>The DNR is doing a poor job protecting our wild lands from vandals on wheels!</p>
	126. Speiser, Jim & Lois
126a	As a property owner for the passed forty years, things have changed drastically. With all your new rules of where we can ride our ATV, we can also no longer go for meaningful rides. None of your trails that you propose now connect to one another. Therefore we now would be going for short dead end rides.
	127. Stamson, Andreas
127a	We are pleased to see FR #2398 has been included for proposed ORV travel. This will help with access to

	access our seasonal property.
	128. Strobel, Tim
128a 128b	Our family has been using trail #2699 & 2699B for quite some time. My brother is handicapped and an ATV is the only way into this area, it would be much appreciated to leave this trail open. Thank you.
	129. Sturgis, Kristie
129a	<p>I strongly suggest that we keep all of the atv trails and roads that lead to the Chippewa National Forest land open. We have a large hunting party that spends lots of time and money in your town every year. We not only come up there for hunting but riding four-wheelers as well. We are neat and keep our area well cleaned during our visit and when we leave as well. If the trails are not kept open the town will lose a lot of business. As the men currently stay in the Remer Motel, eat at the restaurants, fill up at the gas station, and what ever else they may need to do. We have a large party of young and old people and would like to continue bringing more family as time goes on.</p> <p>Us women need to have this two week vacation from our men. I hope some of you women know how we feel about that! We will go nuts if they have to stay home and hunt. Please keep the trails and roads open for thier use.</p>
	130. Swanberg, William
130a 130b	<p>Date: Tuesday, October 31, 2006 11:23:26 AM Subject: Roads to be closed to snowmobiles and atvs in Itasca county.</p> <p>I recently was made aware of your proposal too close some roads to atvs and snowmobiles, both township and forest, in the north east part of Itasca county. It would be of interest to me and others as to who instigated this proposal. I'm guessing it is the same group that wants to ban hunting, trapping, etc.</p> <p>There are some of us who cannot use these routes with out the ad of a motorized connivance. We can walk a little, but because of age or medical condition are unable to negotiate these areas in a safe manner. I'm a resident of Itasca County living just south of Bigfork. I'm retired and use both atv and snowmobile to hunt and fish. This would greatly restrict my mobility and curtail my ability to enjoy the pastime I grew up with.</p> <p>There are laws on the books at this time that deal with those that use these machines in a recluse and unlawful manner. Don't punish me and people like me because of a few bad apples.</p>
	131. Swedberg, Bob
131a	Because we have a hunting camp in the area of FR#2928 we are pleased to see that trail open to use of ORVs. Su-bi-gosh X Camp
	132. Tralle, Charles & Colleen
132a 132b	<p>Re: OHV Access, Chippewa National Forest</p> <p>As residents of Cass County, neighbors, users and friends of the Chippewa, we appreciate the effort of all involved in organizing legitimate routes for OHV use; we believe adequately identified and policed travel paths are a necessary step. For our part, we have examined your proposals, listened to your team presentations and offer our comment as follows.</p> <p>We foremost encourage limiting OHV designation and proceeding in a cautious manner to enable measurement of success or failure. As we have not seen any operating benchmarks included in the planning other than an evident plan to "open all OHV routes at once", one could surely expect overtaxing the NFS, DNR and County capabilities to observe if not enforce. Why not determine test areas so as to measure usage, the inherent damage effects to the environment and the need to patrol or enforce. From past, published examples it is abundantly evident abusers too frequently are not local, tend to get off the designated trails frequently and have little or no concern for the damage they cause.</p> <p>We note several routes which may be designated for OHV as very short and dead-ended. Clearly, these are invitations for abuse, going off-trail. If the pending intent for OHV corridors is carried through, such short trails should only be linked to corridors.</p>

132c	<p>We are concerned that the agencies will not be consistent in maps and trail marking; not relaying the final designation format to the public in a like manner from all agencies is ignorant if not negligent. Signs should be posted on all roads, specifically designating motorized traffic allowed.</p> <p>We have not found any funding allocation increases noted to support the OHV initiative. Will this mean sacrificing other forest initiatives, to say nothing of the obvious lack of adequate personnel to properly monitor and enforce OHV use? Nowhere have the agencies addressed penalties for misuse or the legal proceedings involved in the process, nor have the agencies addressed restoration after abuse. We do not see any plan for adequate repair or restoration for areas overrun by continued vehicular traffic; the after effects reduce value and enjoyment of the forest.</p>
132d	<p>We observe that the agencies are evidently relying on after-the-fact reporting of OHV trail abuse, that anyone with nearby property is potentially subject to invasion of their property. Closest to home, we vehemently object to any reclassification of the Woodtick Trail to allow OHV. This would be a direct invitation to invade the Goose Lake Trail area and probably abuse the North Country Trail too. At best, you open scenic wetland and forest area to motorized abuse; at worst, once abused, they are not easily restorable.</p> <p>Again, we express the need to proceed cautiously.</p>
133. Trampe, David	
133a	<p>I greatly fear the eco-extremists who are highly vocal for a small group. From my experience they tend to be wealthy, idealistic, lack understanding and common sense. They think a hiker is no threat to wildlife, where a motor vehicle is. I have witnessed hundreds of times the response of wildlife to each intruder – they fear man on foot over man on a motor vehicle every time.</p> <p>Re: balance of trails designated for motorized and non-motorized recreationists. My recommendation of “balance” would be roughly 5 to 1. Time spent by each recreationist, say 4 hours, a non-motorized hiker, equestrian, skier, etc. would travel in that period of time (@ 3 MPH vs. 15MPH) = 12 miles of trail vs. 60 miles. Further balance would be dictated by fees and economic contributions made. Registration fees for trail use, gasoline purchases, repairs, sales taxes and destination meals. The non-motorized participant pays the same income tax and most likely carries his lunch and doesn’t even eat at a café.</p> <p>I strongly agree that the environment must be protected. Swamps and wetlands must be avoided as the hill that could suffer severe erosion from motorized tire rutting. It was stated at the meeting that trails could be closed because of endangered species – plants, wildlife, etc. That is bogus propaganda. Wolves and eagles (endangered wildlife) could care less about a motor vehicle. They pay about as much concern as they do automobiles on a highway. Outlaw cars and trucks on highways before ATVs. Highway traffic can hit and kill – have never heard of an ATV doing the same. Plants? Horses and hikers eat and stomp on more plants than an ATV on a gravel or dirt trail.</p> <p>Please share this with all trail decision makers – protect trails with speed controls – not closure.</p> <p>If you’re open to suggested trail additions:</p>
133b	<ul style="list-style-type: none"> SE of Whipholt 4 – 5 miles are trails 2830, 2830A, 2830, 2825, 2825A and north on the green trail to the Chippewa snowmobile trail would easily create a 5 mile loop.
133c	<ul style="list-style-type: none"> To the northeast 2 miles are trails 2880, 2880A, 2880B and if 2 half mile segments were added and making a connection to trail 2887 it would create 4 to 5 more rideable trails connected by the Chippewa C that should be utilized in trail development.
133d	<ul style="list-style-type: none"> As I study the maps, it appears there is not trail worth putting my ATV on. 99% of the open trails are ¼ to 1 mile in length only. Why can’t 2110B connect with 3790AA (3 miles south of Whipholt) then 3790A should be open to ATVs. Then riders could go north on 3790 to County 124, then 1 ½ mile east to 2313B and 2313T. Then a person could ride 3 loops out of Whipholt, totaling perhaps 13 miles. 2305 thru 2313B, back east on 2313T would provide a 7 mile loop out of Whipholt.
134. Trout, Jerry	

CHIPPEWA-AREA FORESTS PUBLIC MEETING
COMMENT FORM

Date: November 1, 2006
County: Cass

I attended the meeting at Bemidji and appreciate the opportunity to comment.

My comments are limited primarily to Department of Agriculture Forest Service Roads. I wish to make the following overview statements:

[134a](#)

- I am a hiking enthusiast with a great interest in the North Country Trail (NCT). The NCT was in position in the Chippewa National Forest long before there was the explosion of OHVs particularly ATVs. Precedent should be worth something here. Early planners saw the value of routing the NCT where it is now situated and the lack of motorized traffic in this area was considered. Just because all of a sudden we have motorized enthusiasts everywhere does not give them the right to trump the areas set aside many years ago for hiking, hunting, berry picking, bird watching, cross-country skiing and other foot travel pursuits.
- Minnesota is a state that contributes more to the federal budget than it receives in return. Minnesota is a state that does not have a National Park. National Parks are being given some consideration regarding reigning in some of the excessive motor sports pursuits. Also, there is an emphasis towards giving local people considerable say regarding federal land in their areas. These statements plus the first bullet above, all point toward the need for Forest Service Planners to respect the NCT, its location and the necessity to preserve a non-motorized atmosphere.
- Reference OHV Planning, Volume 1 Issue 3 September 2006 Chippewa National Forest Area. A section of this document is titled "Looking Further Along the Trail." This just reeks with the specter of even more motor sports along the NCT with connecting trails and loops. Consequently, I am proposing a more restrictive approach at this point, expecting to have to give a little when the next round of incursion arrives.
- My comments are limited mostly to the roads designated open to OHV, blue on the maps made available at the public meeting.
- I have hiked the NCT in most of the areas under consideration. I have seen extensive evidence of ATV travel and damage. The statement was made at the public meeting that no more funds are forthcoming for maintenance and enforcement. Those resources are terrifically under funded at this point. The only sensible thing to do is to limit rather than expand OHV opportunities in the Chippewa National Forest.

[134b](#)

[134c](#)

The following comments relative to roads open to ORV proceeds from the western border of the Chippewa National Forest\NCT to the eastern border.

Road 2823. Close this to OHVs as it is short, no destination of significance and too close to the NCT.

Road 2803 (OML 3) and 2803D. These roads are practically on top of the Paul Bunyan Bicycle Connector Trail. I ride this regularly and see evidence of standard licensed vehicle traffic on this section of the trail, skid marks and burning of rubber from standard track vehicles. Thus there is already too much motorized activity here plus the temptation to go cross country to Road 2815 will be too great for the ATVs to resist.

Roads 2611, 2611A, 3750. Hikes on the NCT, hunting and NCT Marathon are regular events in this general area. This must be a well buffered non-motorized area.

Road 2107 (OML4). OHVs must not be allowed on this road. The NCT runs through the western region, crossing it four times in total. The extensive Goose Lake Hunter Walking Trail System will be negatively impacted on the eastern section of the road. Licensed vehicle traffic is fairly common and there will be serious safety issues if licensed vehicle and OHVs are to share this OML4 road.

	<p>Road 3759 (OML 3) 3759D, E and Road 3776 (OML4), 2687, 2687B & D. With 2107 closed to OHVs there will be no good entry to these roads. Pulling trailers to these roads likely will not happen. Hwy 22, a possible entry point, is hard surfaced.</p> <p>Road 3790D. With 2107 closed there is no reasonable access.</p> <p>Road 2108 (OML4), 2108F. This is in the corridor from Hwy 5 to Leech Lake. These roads need to be closed to OHV to affect a motor free area for hiking, hunting and other foot-based pursuits. OHV/ATV traffic is no longer just a three season activity. I see ATVs on the lakes and trails all winter long.</p> <p>Roads 2838, 2839, 2825, 2825A, 2849 are all spurs off of 2107, consequently no good entry point to them with 2107 closed to OHV traffic.</p> <p>The un-named spur from Roads 2850, 2850A. The temptation to continue on 2850 and 2850A which are now closed to OHVs will be too great to resist plus this spur is too close to the NCT.</p> <p>Road 2100A. This road is too close to the NCT plus the temptation will be too great to ride on the 2100 (OML3) roads.</p> <p>Roads 2871, 2792, 2324 and connecting roads. These are all too close to the NCT. There is lots of ATV traffic now in these areas.</p> <p>Road 2321 (OML3) and connecting roads, 2321C, F, 3768, 3766, 3580, 3763, 3705, 2308 and 2720. Just too many ATV roads and close proximity to NCT. Serious damage was being done to the NCT the last time I hiked in this area. I suggest using the Soo Trail, County 4 and County 52 to reach Grave Lake.</p> <p>Road 2101 (OML4) and connecting, 2101S and 2492. These roads should be closed o OHV traffic except I suggest 2101 be open for OHVs from County 132 east and north and west to the 2743 roads.</p> <p>Road 2743A. Should be closed to ATVs.</p> <p>Road 2105. Should be closed to OHVs due to Birch Lake Impoundment, wetlands, beaver dams and NCT.</p> <p>\ Roads 2303 and 2303A. Should be closed to OHVs as they are to too close to the NCT.</p>
	135. Vaneps, Ronald
135a	The trail I am proposing runs from Bena to the West Bank Road (2162), where West Bank intersects US Hwy 2. By utilizing West Bank, resorts such as High Banks, The Pines, Tamarack, and Northland Lodge would all be accessible. Crossing Winnie Dam poses a problem, but accessing Little Winnie Resort and Gosh Dam Place sometime in the future would be a plus. By providing access to the Soo Line from Bena would make this a “one of a kind” 4-wheeling trail here in the Chippewa National Forest.
135b	I am enclosing an article from the October/November 2006 issue of Minnesota Offroad publication in regard to the policy change in Pennington County (MN). Adopting a similar policy on Federal and State Forest Service roads would solve the “where to ride: issue. Little money would need to be appropriated for development and the environmental impact would be minimal.
	136. Vincent, Marvin
136a	<p>Date: Sunday, August 20, 2006 4:43:14 PM Subject: Buena Vista Trails</p> <p>I read you article in the Bemidji Pioneer August 18, 2006 with concerned interest. I live on Big Turtle Lake north of Bemidji and am concerned that the rights to access Buena Vista State Forest and other State Forests in the area may be in Jeopardy.</p> <p>I am 72 years Old and love the out of doors especially in the fall during Hunting seasons (partridge, duck and deer). I have hunted with bow and arrow, rifle, muzzle loader and shotgun in the Buena Vista Forest.</p>

136b	The problem is that I can't walk long distances. If many of the trails in the forest are closed to motorized vehicles (OHM, ATV, ORV and 4-wheel Drive Trucks) then I will be unable to access them. What means are planned to accommodate persons like myself?
136c	Will there be special provisions made for persons such as myself? I like to use my Yamaha 350 4-wheeler ATV to get around in the forest. There are already several areas bordering the forest that allow only foot travel. (Three Island Lake Partridge Area, Areas south and West of Tenstrike and the area north and west of State Highway 22 near the junction with US 71. As I understand it, the Three Island Lake Partridge Area allows 4-wheelers only during the Rifle Hunting season for Deer. I did notice there that on one trail there was a sign about 1/2 mile down the trail that said "No Motor Vehicles Beyond this Point".
136d	<p>Is there any coordination between the DNR and Beltrami County regarding forest trails?</p> <p>Please take into consideration persons like myself who are retired and enjoy the outdoors are healthy but need a ride over longer distances. I do not want a special road or trail for my likes but wish access to the whole forest as it is now.</p> <p>I would be glad to talk with you about my position if you wish.</p>
137. Wallentine, Lyle & Kathryn (Dixon Lake Resort)	
	<p>Date: Wednesday, November 01, 2006 12:12:45 AM</p> <p>Subject: Chippewa forest Roads</p>
137a	Comments on forest service roads. Due to lack of time for planning and notifying the people that are affected by this I can only comment on certain roads and areas. My wife and I own Dixon Lake Resort in the 3rd River township of Itasca County. When the USFS implemented the new forest plan we found out about the North Winnie NMA after it was established and we were told that it was set in place and we never had a chance to discuss or comment on the negative impact on our area. This NMA has cut off all access to the areas to the east of us by eliminating the only trail that we had. We have been promised by USFS personal, including Tracy Beck, that it was possible to shift the boundaries south so that Rd # 3122 would be the north boundary and Rd # 2171 would be the south boundary. This was last year and nothing has been done or said about it since. We just keep getting strung along with no results. The signs that the USFS put up on the trails are taken down as fast as they are put up. Maybe this says something about what the people who use the area want - to be able to have access to the forest.
137b	<p>Other areas of concern are as follows:</p> <ol style="list-style-type: none"> 1: Connecting Rd #2474 to Rd #2203f. The short trail that is closed is existing and on high ground and makes a complete loop out of the trails. 2: The short trail off of Rd# 2203f to Blanden land. The trail across the blandin property connects to the open spur off of Rd # 2474 also making a loop and is all on stable ground causing no problems. 3: In 3rd River township, sec. 26 the trail is open on the state land and closed over a short part of USFS land which connects it to Rd # 2203. This should also be open as it provides continuity. 4: Rd # 3842A connects to the trail on state land that comes up from Rd # 2171 and should be open as well as Rd # 3842AA which extends north for 1.5 - 2 miles which isn't shown on the maps. This is in the area proposed by the MN DNR for a NMA. I feel that with the federal NMA and with all of the hunter walking trails already existing in the area that there is absolutely no need for any more NMA's in this part of the forest. I am strongly against this NMA proposed by the MN DNR. 5: The following Rds should be open to dual purpose use: #2203, #2384, #2199 and #2382. Also parts of #2171 are necessary to allow access from one trail to another such as from #2199 to # 3141 and #2384 to the winter access rd. From #2203 to the trail up the west side of castle creek. Also Rd #2196 should be open to ATV use as it provides access to a lot of trails that are open.
137c	These are some of the major roads and areas that are need to make this an area where our guests can still come and stay at our resort and have meaningful areas to ride their ATV's as well as giving hunters,

	<p>trappers, bowpickers and others that use the forest the ability to use the forest without fear of breaking the law every time they get on there ATV.</p> <p>Please keep us informed with the progress of the process and if anyone has questions on any of our comments please contact us and we would be glad to discuss this with you.</p>
	<p>138. Wannebo, Larry</p> <p>Date: Monday, October 23, 2006 6:34:33 PM Subject: Recent Wetland Management, Chippewa National Forest</p> <p>Below is a location and picture of a recent ATV wetland damage site in the Chip that should be closed. It is being over run by machines. Who do I send this to besides you? I have taken names off the running comments to protect the silent majority.</p> <p>138a This wetland is located along the Hales Road, which is FS Road 2392. This wetland is on National Forest land, no State land in the immediate vicinity. Location is T 147, R 31, S 15, NENW. This is about 2 miles south of Twin Lakes or about 2 miles north of Big Lake. This area is full of illegal ATV activity, including wetlands, closed roads and trails, archeological sites, sensitive wildlife areas, etc. However, it is not unusual as you know. Anyone can find stuff like this anywhere they wish to look. This is why ATV containment is so important.</p> <p>This photo was taken by Steve Mortensen, so you may contact him for more information. He may have more photos if you want or need more.</p> <p>In preparation for the Chippewa National Forest OHV public meeting beginning this week, here is a peep at some recent wetland activity on the Forest. This picture was taken last week south of Blackduck.</p> <p>Here is the photo of the wetland damaged by ATVs, either that or the "crop circle aliens" have moved into the forest. Maybe there isn't much difference between the two groups?? The wetland is located along the Hales Road.</p> <p>[Photo]</p>
	<p>139. Wass, Archie</p>
139a	<p>While the efforts of the MNDNR and Federal forest Service are commendable, the need for a corridor road still exists. It's nice to see that some of the comments from the last meeting were taken into consideration in regards to certain roads being left open. However, to facilitate a corridor road, a few more must be opened. The review of Forest Service RD 2187 as a possible multi-use road is a good idea. But to connect to trails east of state hwy 6 it may be in the best interest to consider using Forest Service RD 2423 as well. As someone who lives at the junction of these roads I can say that the amount of All terrain vehicles using them is quite large. Interesting to see that the Club house Lake Road, specifically the campground road is open. A camper can unload his ATV at the campground and ride it no further than the campground. To ride any other trails in the immediate areaa he must load up and trailer to the next open road. This being the case, where does one park their vehicle? Oh yes, I'm sure there are going to be places to park at every trail. What will this cost?</p>
139b	<p>In conjunction with the review of USFS RD 3758 as a multi use route, USFS RD's 2180, 2181, and 2182 should also be under consideration. These roads can be connected to 2423 by means of some of the lesser OML forest roads. As the number of people coming to this area to recreate increases, the need for finding places for them to go also increases. This area of the Chippewa National Forest has some of the best trails for riding. Growing up in this area and riding them with my family, I have seen a good many of them before they became non-motorized.</p>
139c	<p>In 1987 or 1989, I can't remember the exact date, a few of us concerned citizens had a meeting with the local foresters at that time, one of them being Dave Sorenson the other I can't remember. This meeting was in regards to the Jingo HWT. At that time we were told that we would have access to this area with</p>

	<p>our ATV's from December 31 to September 1, this area being closed for grouse/deer season. I guess no one at Washington D.C. was informed of this as the gait remains closed the entire year. The point I'm trying to make is that some of these trails are becoming over grown. If we were able to use them we could help keep them open and the trails would not be lost. The second point would be that I am not opposed to trails being open and closed seasonally.</p> <p>[Repetitive comment, see Wilderness Wheelers list and map]</p>
	140. Waters, Jennifer
	<p>October 31, 2006</p> <p>I would like to keep all these roads open and active to all ATVs. I live on County Road 45 and have access to these roads. I would like to be able to take the kids 4 wheeling in our area. These roads should always be open to the public as long as everyone respects the forest and environment.</p> <p>[Repetitive comment, see Wilderness Wheelers list and map]</p>
	141. Welk, Don
	<p>October 17, 2006</p> <p>I was so impressed with tonight's meeting compared to the June meeting. My impression of the June meeting was they wanted to close the forest to all ATV travel. Now I see people talking with each other for a common goal. The good of the forest and the good for the business in the area. It is a good start. Thank you.</p>
141a	<p>The Forestry Roads 2101, 2112, 2321, 2117, 2104, and 2103 are all used to gain access to the forest. All the little trails or logging roads off from the main roads will let you get deeper into the woods. Now if you close all the little trails what if someone would get lost or if you had a major fire. How would you get to them or to the fire? Also wouldn't you rather have ATVs on the gravel roads instead of in the wetlands? We still need the law changed to be able to bring home our deer or bear from Federal land with a ATV.</p> <p>[Map – part 1] [Map – part 2]</p>
	142. Wetzel, Jim
	<p>October 31, 2006</p> <p>Keep the roads open. Use ATV money for enforcement.</p> <p>[Repetitive comment, see Wilderness Wheelers list and map]</p>
	143. White, Jack
143a	<p>Date: Tuesday, October 31, 2006 8:40:11 PM Subject: Enforcement on Chippewa National Forest</p> <p>It is my understanding that the Forest Service has two Enforcement Officers on the Chippewa National Forest with the good probability that one of these officers may be working off the forest at times . The Forest Service has their own policy towards OHV's. A policy that is very different from that of the State and Counties . Our taxes and OHV liscenses help pay the wages for County and State enforcement personnel. Are these State and County employees expected to enforce policies that are different than those supported by the State and Counties that employ them ? Perhaps the forest service should ramp up their enforcement and take on the responsibility of trying to enforce a no OHV cross country travel policy for themselves</p>
	144. White, Jack (Ridgerunner Snowmobile / ATV Club)
	<p>Date: Tuesday, October 31, 2006 7:54:28 PM Subject: OHV Travel</p> <p>My comments on the Off Highway Vehicle Vehicle Access Project on the Chippewa National Forest</p>

144a	<p>Forest reflect the views of the Ridgerunner's Snowmobile /ATV Club of Northome Mn. We would like the Forest Service to consider the large amount of land affected by not allowing OHV travel on forest roads 2249, 3335, and the lost 40 loop .This area south of Northome already has a non motorized area within it 's boundaries that denies access of motor vehicles . Access to state and County land can only be gained by use of OHV's during late fall and early spring . Several area lakes are fished in early spring when snow cover is gone and ice still remains .OHV,s have previously been used for access to these favorite fishing holes .We will be denied Access ! Forest road 2229 has along it's entirety parking areas designated by the forest service that hunters use for camping .the forest road serves as a gateway to other trails that are open to OHV travel for this group of users . They will be denied access ! These three minimum maintenance roads are the the only access to this area and it is our wish that we not be Denied Access !!</p> <p>Jack White Trail Coordinator Ridgerunner Snowmobile / Atv Club</p>
	145. Winkelmann, Prigge, Barwald & Voll
145a	<p>Why do you feel a need to close the Wagner Road to 4 wheeler and or snowmobiles? Our reason for moving "up north" was to move to an area with room to ride our 4 wheelers and snowmobiles.</p> <p>We lived by the Sherburne County Refuge we couldn't use that. We lived by the Sand Dune State Park – the gun range was removed. Kept open for horse back rider trails.</p> <p>What about the other folks who want to enjoy their outdoor activities which happen to be 4 wheeling and snowmobiling.</p> <p>Please listen to us silent majority who don't usually send letters.</p>
	146. Yarger, Mary
146a	<p>Date: Wednesday, October 18, 2006 8:03:46 AM Subject: ATV Use in MN</p> <p>I would like to make sure that as a MN citizen and voter the use of ATV's remains an option in MN and that MN leaves the ability to ride trails and ditches available.</p> <p>What else do you need to help make this happen?</p>
	147. Ylinen, Colin
147a	<p>November 3, 2006</p> <p>RE: ORV use and trail designation</p> <p>I have a great deal of concern regarding the forthcoming decisions to be made regarding certain Forest Service (FS) roads that may be closed to Off Road Vehicle (ORV) use in my immediate area which is in the Sugar Lake area. I also have concern over the designation of ORV's and how it may apply.</p> <p>Due to the fact that I was under Doctors care and was convalescing from pneumonia I was unable to attend any of the open meetings that were recently held for information and public comment. I did, however, acquire much of the literature that was handed out at the meetings by a friend who was able to attend. After reading the literature and the accompanying map I found who was able to attend. After reading the literature and the accompanying map I found discrepancies in the map which indicated some FS roads open to ORV use and the same roads closed according to "Table 2" which is the list of all FS roads indicting whether open or closed. Therefore it is somewhat difficult to comment thoroughly on all the roads in my immediate area as it is confusing as to which are being proposed open or closed.</p>
147b	<p>I will, however, comment on those of greatest concern to myself and my neighbors: FS road 2112 aka Long Lake Road is a public use road connecting State Highway 6 with Cass County Highway 65. It receives very limited traffic most of which is local people who access their homes via FS road 2112.</p>

	<p>FS road 2112 B aka Sugar Lake Drive is a dead end road going east off Long Lake Road which access's private property owners.</p> <p>FS road 2112 BA aka Sugar Lake Trail is also a dead end road going north off Sugar Lake Drive which access's private property owners.</p> <p>In addition to paying the forest service a "road use fee" to use Sugar Lake Drive and Sugar Lake Trail, we as private property owners bear the total burden of all the maintenance and up keep on these roads. We also receive our mail delivery on Long Lake Road as that is the end of the mail delivery route. Since our mail boxes are anywhere from ¾ to ½ miles from our respective homes, we find it convenient to pick up our mail by using our three and four wheel ATV's.</p> <p>I see no reason for public safety concern or trail abuse to any of these three roads with ORV use. Especially in view of the fact that we as private property owners totally maintain Sugar Lake Drive and Sugar Lake Trail which dead end at our private properties and Long Lake Road which is maintained by the Cass County Highway Department.</p>
147c	<p>I also have a concern about your designation of ORV's. It appears as though you are including four wheel drive pickups as ORV's. In addition to an ATV I also own a four wheel drive pickup which is my personal transportation vehicle. I also use it to snowplow both Sugar Lake Drive and Sugar Lake Trail. When would my four wheel drive pickup be considered an ORV and when would it be considered my personal transportation vehicle. I see nothing but confusion and great concern in the plan as proposed.</p> <p>If an enforcement person were to see a four wheel ATV and a four wheel drive pickup driving down Long Lake Road one behind the other, which would be discriminated against and why.</p> <p>In conclusion I strongly urge you to leave FS road 2112, FS road 2112B, and FS road 2112 BA open to ORV use.</p>
	148. Mississippi Headwaters Audubon Society
148a	The Mississippi Headwaters Audubon Society with 400 members strong in the Bemidji, Grand Rapids, Park Rapids, and Walker area support the proposal to establish the Welsh Lake and Battleground State Forests as "closed" and the Bowstring, Buena Vista and Remer State Forests as "limited" forests.
148b	We would also urge the DNR to seriously consider changing the Big Fork, Blackduck, and the scattered DNR Forestry lands within the Chippewa group area from "managed" to "limited" in order to be consistent with regulations of the Chippewa National Forest.
	149. Wilderness Wheelers ATV Club
149a	<p>Wilderness Wheelers ATV Club Map</p> <p>Several members of the Wilderness Wheelers ATV Club attached a copy of a map with the routes they would like to see open to ATVs highlighted in green. The comment letters included the following list of roads that should be open to ATVs: 2180, 2422, 3271, 3314, 3367, 2181, 2423, 3271A, 3314A, 3588, 2182, 2424, 3271B, 3314B, 3617, 2183, 2437, 3274, 3314C, 2183A, 2442, 3274A, 3314CA, 2183B, 2455, 3293, 3314CB, 2187, 2664, 3314E, 2671, 3314G.</p> <p>[Map – West]</p> <p>[Map – East]</p>

RESPONSE TO TOPICS OF CONCERN

Related comments were grouped together into topics prior to developing an agency response. Some topics are of a general nature (e.g. State Forest Management Objectives, Preferred Motor Vehicle Use Classification) while others are site specific. Comments that expressed a concern or opinion but that were not directly pertinent to the classification or road/trail use designation were assigned to a miscellaneous category.

For each of the 16 topics a succinct summary of the concerns was prepared. This is followed by a list of all the comments that were grouped under the topic (with hyperlinks to the original comments). The agency response to the topic is then presented.

1. OHV Laws, Regulations, Policies, and Management Direction

Summary of Concerns

These comments raise a variety of topics related to various types of motor vehicles and the regulations for the use of vehicles on public highways, forest roads, and forest lands.

Comments on This Topic

[10a](#), [26b](#), [47b](#), [56a](#), [64a](#), [66a](#), [79j](#), [87b](#), [147c](#)

Response to Concerns

This plan deals with the use of motor vehicles on public forest lands and forest roads managed by county, state, and federal natural resource agencies. It does not address use of OHVs on public highways (city, township, county, state, federal highways). Forest roads are not public highways and natural resource agencies are not 'highway authorities.' There is no requirement that public motor vehicle use be allowed on routes on public forest land. The use of motor vehicles on public highways is addressed in state statute and in policies established by highway authorities (cities, townships, counties). The DNR does not have the authority to restrict OHV use on township highways and township boards do not control use of forest roads on public forest lands ([10a](#)).

Various individuals hold widely disparate opinions on whether and where motor vehicle use should be allowed on public forest lands and forest roads. Several comments focus on the differences between various classes of motor vehicles (ATV, OHM, ORV, HLV) and the differing regulations that apply to each type of vehicle. The vehicle classes are established in state statutes as are some of the regulations concerning use of motor vehicles on forest lands. The DNR must manage motor vehicle use on state forest lands within the framework provided by state laws. The DNR recognizes that differences exist between vehicle types and that vehicle characteristics affect the suitability for various routes to sustain use by each type of vehicle. Safety concerns are one aspect in determining which vehicle types are allowed on various routes. DNR policy is that State Forest Roads are typically open to public use by all 4 types of motor vehicles unless there is a safety or resource related reason to restrict use by some types of vehicles. Designated motorized recreational trails on state forest lands have primary vehicle type(s) for which they are designed and maintained. Single-track OHM trails are usually closed to use by other types of motor vehicles.

2. Classification of State Forest Lands with Respect to Motor Vehicle Use

Summary of Concerns

These comments typically express a preference for a particular motor vehicle use classification, either for a specific state forest or for all state forest lands.

Comments on This Topic

General: [47a](#), [76a](#), [116b](#), [117b](#),
Battleground State Forest: [51a](#), [84a](#), [111b](#), [148a](#),
Big Fork State Forest: [35a](#), [99a](#), [111c](#), [148b](#),
Blackduck State Forest: [14a](#), [111c](#), [148b](#),
Bowstring State Forest: [111a](#), [148a](#),
Buena Vista State Forest: [14b](#), [23a](#), [60a](#), [111a](#), [136a](#), [148a](#),
Remer State Forest: [111a](#), [148a](#),
Welsh Lake State Forest: [111b](#), [148a](#),
Beltrami County Outside of State Forests: [111c](#), [148b](#),

Cass County Outside of State Forests: [111c](#),
Itasca County Outside of State Forests: [111c](#), [148b](#),

Response to Concerns

General: These comments expressed preferences for a *closed*, *limited*, or *managed* classification for all state forest lands in the planning area. One comment preferred the *limited* classification since it would conform to the USFS management framework for the Chippewa National Forest. *Limited* is the closest approximation to the Chippewa framework but it is not exactly the same in that the *MN Statutes 84.926* hunting exceptions still apply on *limited* state forest land. Available classifications are *managed*, *limited*, and *closed* for state forest lands north of US Highway 2 and *limited* and *closed* for state forest lands located south of US Highway 2. The primary reasons for selecting various classifications were documented in the public review draft. There are no proposed changes in classification based on response to public comments.

Battleground State Forest: Some comments supported the proposed *closed* classification while others preferred *limited*. The forest will be classified as *closed*, primarily due to the prevalence of wetlands.

Big Fork State Forest: Some comments supported the proposed *managed* classification while others argued for a *limited* classification on the basis that it would be more consistent with the Chippewa National Forest management framework. Since the Big Fork State Forest is located north of US Highway 2, the *managed* classification remains available. A portion of the state forest is located outside of the boundaries of the Chippewa National Forest. Existing OHV use seems to be primarily related to hunting or trapping but there is some summer use. The forest will be classified as *managed* but there will be an Area with Limitations on hunting and trapping related motor vehicle use in the Dishpan – Fiske Lake area.

Blackduck State Forest: Comments either preferred the proposed *managed* classification or supported a *limited* classification. The forest will be classified as *managed* but there will be a designated Area with Limitations on hunting and trapping related motor vehicle use located northeast of the Morph Meadows WMA.

Bowstring State Forest: Comments supported proposed *limited* classification. Comments noted. This forest will be classified as *limited*.

Buena Vista State Forest: The comments expressed preferences for *closed*, *limited*, or *managed* classification. The intermixed ownership pattern in this forest (private, federal, state, county), the proximity to Bemidji, and the diversity of recreational use were the primary reasons for classifying most of the forest as *limited*. Section 36 of T147N-R33W on the east side of Lake Bemidji will retain the *closed* classification it has had since 2001.

Remer State Forest: Comments supported the proposed *limited* classification. The forest will be classified as *limited*. There will be an Area with Limitations on hunting and trapping related motor vehicle use in the Willow River area.

Welsh Lake State Forest: Comments supported the proposed *closed* classification. This forest will be classified as *closed*.

SE Beltrami County – Outside of State Forest Boundaries: Comments preferred a *limited* classification for these lands. All of these state forest lands are north of US Highway 2. Most are in smaller tracts adjacent to national forest or county forest lands. Existing levels of recreational use appear to be fairly low and dispersed. These lands will retain the *managed* classification.

N Cass County – Outside of State Forest Boundaries: Comment supported a *limited* classification. These lands will be classified as *limited*. There will also be an Area with Limitations on hunting and trapping related motor vehicle use adjacent to the Mud Goose WMA.

NW Itasca County – Outside of State Forest Boundaries: Comments preferred a *limited* classification. Most of the lands outside of state forest boundaries are located north of US Highway 2 and will retain the *managed* classification. About 2,800 acres south of US Highway 2 will be classified as *limited*. There will be an Area with Limitations on hunting and trapping related motor vehicle use in the Dishpan – Fiske Lake area.

3. Signing, Mapping

Summary of Concerns

These comments request appropriate signing of intersections on motorized and non-motorized trails to reduce the likelihood of motor vehicle use on non-motorized trails and encourage use of consistent signing and mapping by all agencies.

Comments on This Topic

[28c](#), [132c](#)

Response to Concerns

The DNR has a sign manual that specifies the signs to be posted at intersections of designated motorized and non-motorized trails. There will be “No Motorized Vehicle Permitted” signs along the NCT or other designated non-motorized trails near the intersection with designated motorized trails. The signing guidelines do not require signing of the intersections of non-designated routes and designated non-motorized trails even though there may be some motor vehicle use of the non-designated routes in managed and limited forests. “No Motorized Vehicle Permitted” signs can be installed along the non-motorized trail if motor vehicle use is apparent.

The DNR is aware of the potential for confusion resulting in differing mapping and signing schemes by the various county, state, federal, and tribal land forest land managers in the Chippewa area. The DNR is willing to participate with other agencies in developing a user map that shows roads and trails open to various uses. The DNR will sign state forest roads and designated trails on state forest land in accordance with the forest access signing guidelines.

4. Budget and Staffing Adequate to Manage OHVs

Summary of Concerns

These comments focused on the adequacy of agency budgets and staff to manage the roads and trails that are designated as open to OHV use.

Comments on This Topic

[2d](#), [36a](#), [77c](#), [87a](#), [87d](#), [92a](#), [132a](#)

Response to Concerns

It will take budget and staff resources to implement, maintain, and enforce the proposed road and trail designations. However, some of the comments mischaracterize the proposed classifications and road/trail designations as ‘opening’ routes and lands to motor vehicle use. The motor vehicle use already exists under the previous ‘managed’ classification of state forest lands. There will be a significant reduction in the miles of routes designated for motor vehicle use. Funding for managing the roads and trails will come from gasoline taxes, OHV registration fees, and general funds.

5. Trail Design and Maintenance

Summary of Concerns

These comments include a number of suggested techniques to make roads and trails that are designated for motor vehicle use safer, more appealing to use, and less expensive to maintain. The comments related to mixed use analysis generally support allowing ATV use on some higher standard national forest roads which often serve to connect lower standard routes that exist as unconnected, dead-end spurs off of the higher standard roads.

Comments on This Topic

[33a](#), [73a](#), [73c](#), [78a](#), [78b](#), [92b](#), [103d](#), [113a](#), [113b](#), [114a](#), [125a](#), [135b](#),

Unconnected, Dead-end Trails: [33b](#), [49b](#), [68a](#), [79i](#), [79k](#), [82a](#), [c101](#), [126a](#), [132b](#),

Mixed use analysis: [13a](#), [34a](#), [49a](#), [79c](#), [79g](#), [97c](#), [101a](#), [101b](#), [102a](#)

Response to Concerns

Several of the comments mention techniques that are already used to make OHV trails appealing to ride and sustainable. When operating on forest roads that are open to both HLVs and OHVs, all drivers should be aware that they may meet or overtake other users and thus should drive at a reasonable speed, stay on the right side of the road,

and have their headlights on when appropriate. The DNR is committed to monitoring the condition of roads, trails, and undesignated routes and has criteria for determining when a route needs to be maintained or closed. The DNR allows mixed use (HLVs and OHVs) on state forest roads. The US Forest Service will follow their policies and procedures to determine if some higher standard national forest roads are suitable for mixed use. The short dead-end spurs generally begin at an intersection with a forest road or a public highway. The DNR supports keeping the forest roads or public highways between dead-end spurs open to OHV use when it is safe and the roads or highways can sustain OHV use. While short dead-end routes are generally not ideal for recreational OHV riding they do serve to allow motorized access to more land and thus help disperse use.

6. Suggested OHV Trails

Summary of Concerns

These comments identified routes that the commenters feel would make good designated recreational OHV trails.

Comments on This Topic

[9a](#), [13b](#), [28d](#), [49c](#), [135a](#), [149a](#).

Response to Concerns

This forest classification and road/trail designation process was primarily concerned with identifying existing routes that are suitable for public motor vehicle use. Areas and corridors with potential for future recreational OHV trail development were identified. However, planning and development of recreational OHV trails requires a more thorough process, including environmental impact analysis than does determining which existing routes can sustain motor vehicle use. The DNR and US Forest Service are committed to future planning of OHV trails in the area. The suggested routes will be maintained as input to the future trail planning process.

7. Interagency Coordination, Process Concerns

Summary of Concerns

These comments relate to the need for interagency coordination in designating roads and trails available for motor vehicle use. Other comments focus on the planning process or the inconvenience of attending the public meetings.

Comments on This Topic

[2a](#), [2b](#), [2c](#), [5a](#), [6a](#), [19a](#), [25c](#), [38a](#), [80a](#), [101d](#), [116a](#), [136d](#), [147a](#).

Response to Concerns

Response is limited to comments that are pertinent to the DNR rather than the US Forest Service or county agencies.

The DNR recognizes the importance of interagency coordination in management of motor vehicle use given the intermixed ownership pattern in the Chippewa area. One goal of the interagency planning process was to develop motor vehicle use designations that are as uniform and understandable as possible given the differing laws, rules, and policies that apply on federal, state, and county forest lands. It was not possible to have a single motor vehicle management approach given the differing policies (e.g. hunting and trapping related use allowed on *managed* and *limited* state forest lands, but not on national forest lands). The DNR will provide maps, signs, and educational materials to help the public understand where and when motor vehicle use is allowed.

It is impossible to schedule required public meetings to allow everyone who wants to be involved to attend. The DNR follows the required process to inform the public of the meetings. Multiple meetings were scheduled. All information, proposals, and maps were available at least 60 days in advance of public review meetings. Written comments receive the same consideration as comments submitted at the public meetings.

The DNR and Beltrami County (and other agencies) worked collaboratively on the proposed forest classifications and road / trail designations. Efforts were made to keep the motor vehicle use designations as compatible as possible given the differing legal framework covering federal, state, and county forest lands.

8. Enforcement, Public Safety

Summary of Concerns

Many of the comments on this topic supported adequate enforcement efforts to improve compliance with motor vehicle use rules (there were widely varying perceptions on the current level of compliance from ‘80% of ATV riders are law breakers’ to ‘99% are responsible riders’). Some comments supported stronger penalties for violations and others suggested new regulations on vehicle size, required personal protection equipment, or speed limits.

Comments on This Topic

[19b](#), [20a](#), [50c](#), [66b](#), [75a](#), [100a](#), [113e](#), [117a](#), [120d](#), [130b](#), [134b](#), [143a](#),

Response to Concerns

Some of the comments imply that classifying forest lands for motor vehicle use and designation of roads and trails that will be available for motor vehicle use is ‘opening forest lands to OHV use.’ The existing condition is that OHV use is already there on most forest lands. The current classification and designation effort provides a framework for managing OHV use on forest lands and will result in a net reduction of miles of routes available for motor vehicle use.

The DNR recognizes the need for additional enforcement effort as part of the OHV management in State Forests. Public information and education campaigns will also be used to inform motor vehicle users of the changed rules. In recent years new Conservation Officer positions focusing on OHV enforcement have been created and the amount of OHV dedicated funds allocated for enforcement have increased. Annual OHV monitoring and enforcement plans are developed to focus efforts on areas with heavy OHV use, resource damage, or visitor conflict.

OHV dedicated funds have also been allocated for grants to local law enforcement agencies since 2005. The County Sheriff can apply for these OHV enforcement grants to reimburse personnel and equipment costs related to OHV enforcement. The grant funds are based on the acreage of public lands, waters, and wetlands in the county and the number of registered OHVs that list the county as the location of ‘most use.’

OHV enforcement is a shared responsibility between DNR Conservation Officers and local law enforcement. The DNR focus is on state forest lands and state laws and regulations (registration, age of operator, safety). Compliance with ordinances or rules governing the use of county lands is the often the focus of local enforcement efforts. Any licensed peace officer can enforce laws related to trespass and OHV operation on public highway rights of way.

Suggestions related to increased penalties for motor vehicle use violations, mandatory safety equipment, speed limits, etc. are beyond the scope of this forest classification and road / trail designation process. The penalties for repeat OHV violations have been increased in recent years. Existing DNR OHV safety and training programs encourage use of safety equipment.

9. Natural Resource Impacts

Summary of Concerns

These comments focus on the environmental effects of motor vehicle use on public forest lands. Some of the comments argue that the effects are negligible or do not have long-term detrimental impacts. Other comments suggest that the effects warrant prohibition of motor vehicle use on most forest lands. Some comments attribute the resource impacts to certain types of vehicles, modes of operation, or soil conditions at the time of use. Rutting in wetlands was an often-mentioned impact.

Comments on This Topic

[27b](#), [36b](#), [80b](#), [81d](#), [108a](#), [113c](#), [138a](#),

Response to Concerns

The DNR acknowledges that motor vehicle use and all recreational activities have the potential for unintended environmental effects. With proper trail alignment, design, construction, and regular maintenance, the DNR believes that it can provide sustainable roads and trails on state forest lands. This involves the use of stable, naturally shaped, engaging, and narrow OHV trails that encourage relatively slow travel and highlight natural features. Hardened trail treads will be employed where native soils cannot resist displacement and trails will be located to minimize disturbance to surface water, wetlands and other sensitive natural features. Regular road and trail monitoring, maintenance, and enforcement are intended to help ensure that designated routes do not fall into

disrepair or generate unacceptable social or environmental impacts. The planning team considered environmental impacts when designating roads and trails for motorized use.

Some comments mentioned the extent or density of roads and trails designated for motor vehicle use and the noise and physical impacts that extend beyond the roads and trails. The DNR does not have a trail density standard for state forest lands. Uncertainty exists regarding the precise relationship between road/trail density and effects on various species. A direct cause-effect relationship has not been established for most species; nor have threshold density values beyond which specific impacts can be anticipated. The effects of trail density on human forest users are even less well understood, with different users exhibiting widely varying levels of tolerance for other recreational uses. Planning teams can consider trail density when making designation recommendations and can use analyses of road and trail density. The effect of the proposed road and trail designations will be a net reduction in the mileage and density of road and trails available for motor vehicle use on state forest lands.

Motor vehicle operation in waters and wetlands is the source of much of the negative public reaction to use of vehicles in forested areas. Existing state law (MN Statutes 84.773, Subd. 2) prohibits OHV use in a manner to carelessly upset the natural and ecological balance of a wetland, or in a manner that impacts a wetland in violation of the Wetland Conservation Act. State rules (MN Rules 6100.1950, subparts 6 and 7) prohibit motor vehicle operation on unfrozen waters or in a manner that causes rutting. The DNR's motor vehicle management, education, and enforcement efforts are designed to minimize impacts on waters and wetlands while allowing adequate public access to and enjoyment of forest lands.

10. Motorized Recreation Opportunities

Summary of Concerns

These comments generally expressed a desire to have suitable routes remain available for motor vehicle use.

Comments on This Topic

[81e](#), [88a](#), [90a](#), [133a](#), [137c](#), [146a](#)

Response to Concerns

These were not site-specific comments. Comments noted.

11. Non-motorized Recreation Opportunities

Summary of Concerns

These comments emphasize the importance of non-motorized recreational trails in the Chippewa area. One comment expressed general satisfaction with the existing level of non-motorized opportunities. Some comments mentioned the problem of illegal ATV use on non-motorized trails.

Comments on This Topic

[1b](#), [47c](#), [97a](#), [133a](#), [134a](#)

Response to Concerns

The proposed road and trail designations retain previous non-motorized trail designations. Some additional non-motorized hunter walking trails are designated on state forest lands. Some routes that lead to non-motorized trails were closed to motor vehicle use to reduce the incidence of illegal ATV use on designated non-motorized trails. Improved signing and enforcement may be required at locations with significant illegal motor vehicle use on non-motorized trails.

12. Economic Impacts

Summary of Concerns

These comments note the positive induced local economic activity (lodging, gas, food) related to recreational OHV riding and use of ATVs while hunting in the area.

Comments on This Topic

[4b](#), [17b](#), [31b](#), [32a](#), [61f](#), [77b](#), [81f](#), [95a](#), [118a](#), [129a](#)

Response to Concerns

Comments noted. Recreational users in the Chippewa area do contribute to economic activity. While the DNR is concerned with the economic effects of its decisions, economic impacts are not a primary factor considered when making forest classification and road/trail designation decisions. Natural resource sustainability and social impacts were more important factors in developing the classification and designation proposals. Future efforts to develop designated recreational OHV trails in the Chippewa area are anticipated.

13. Site-specific Comments

Summary of Concerns

The majority of these comments referred to specific US Forest Service administered roads and the proposed designation with respect to motor vehicle use. Other comments mentioned specific areas or trails. The comments often explained how the individual who made the comment uses the route(s) and their preferred designation.

Comments on This Topic

Comments on Forest Service Numbered Roads: [1a](#), [3a](#), [7a](#), [8a](#), [11b](#), [12a](#), [13a](#), [15b](#), [16a](#), [16b](#), [17a](#), [18a](#), [21a](#), [22a](#), [27a](#), [34a](#), [41a](#), [43a](#), [46a](#), [47d](#), [49a](#), [50a](#), [50b](#), [52a](#), [53a](#), [58a](#), [59b](#), [61b](#), [61c](#), [65a](#), [71a](#), [72a](#), [74a](#), [79b](#), [79c](#), [79d](#), [79e](#), [79f](#), [79g](#), [79h](#), [81a](#), [81b](#), [81c](#), [83a](#), [84b](#), [85a](#), [86a](#), [86b](#), [86c](#), [86d](#), [86e](#), [87c](#), [88b](#), [88c](#), [89a](#), [89b](#), [92c](#), [96a](#), [97b](#), [99b](#), [102b](#), [103a](#), [103c](#), [106a](#), [107a](#), [110a](#), [113f](#), [115a](#), [120a](#), [120b](#), [120c](#), [122a](#), [124a](#), [127a](#), [128a](#), [131a](#), [133b](#), [133c](#), [133d](#), [134c](#), [137b](#), [138a](#), [139a](#), [139b](#), [141a](#), [144a](#), [145a](#), [147b](#), [149a](#),

Buena Vista: [123a](#),

Drumbeater Lake: [61d](#), [61e](#), [62a](#),

Eagle Country Snowmobile Trail: [59a](#),

Lost 40: [11a](#), [73b](#), [91a](#),

Morph Meadows NE: [55a](#), [137a](#), [137b](#),

North Country Trail: [28a](#), [28b](#), [53a](#), [54b](#),

Suomi Hills: [1a](#), [39a](#), [56b](#),

Woodtick Trail: [53a](#), [87c](#), [92c](#), [132d](#).

Response to Concerns

Forest Service Roads: The US Forest Service will develop a motor vehicle use map to designate the types of vehicles allowed on inventoried roads and the seasons of use based on the preliminary proposal, results of the mixed use analysis, and response to public comments. The map will be issued in 2008 and updated annually.

Buena Vista: The Buena Vista State Forest will be classified as *limited*. Many of the inventoried routes on state land in the forest are non-designated, meaning they will not be signed as open to motor vehicle use. Some routes are existing state forest roads and these will be maintained for motor vehicle use. A few additional routes are will be designated as minimum maintenance state forest roads. Designated x-c ski and hunter walking trails will be closed to motor vehicle use. Non-designated routes on state lands within the forest will be available for use under the hunting and trapping exceptions allowed by state statute. When operating under the hunting and trapping exceptions it is illegal to cause erosion or rutting. Non-designated routes that are excessively rutted by illegal motor vehicle use can be proactively closed. Beltrami County will use an 'open unless signed closed' approach to managing motor vehicle use on county lands within the Buena Vista State Forest.

Drumbeater Lake: These comments related to motor vehicle access for deer hunting on the west side of the proposed Drumbeater Lake Area with Limitations on hunting and trapping related motor vehicle use. The concern was primarily being able to use FS2265 to get off of County Highway 8 and use of FS2265A to access cut over areas. The majority of state forest lands in the proposed Area with Limitations are the extensive wetland surrounding Drumbeater Lake. Portions of this area are a designated waterfowl refuge. The US Forest Service has decided to allow HLV and OHV use on FS2265. This will provide motor vehicle access for deer hunting on the upland portions of the Area with Limitations. FS2265A will not be open to motor vehicle use. Motor vehicle use will not be allowed off of FS2265.

Eagle Country Snowmobile Trail: The comment requested that the Eagle Country Snowmobile Trail from Remer to Outing be available for ATV use. A portion of this trail is outside of the Chippewa planning area. The portion in the Chippewa is located on federal, state, and private lands and in public highway right-of-way. Portions of the trail use inventoried FS roads. The portion of the trail located on state forest land will be designated as a minimum

maintenance state forest road and will remain open to ATV use. Official designation as a designated recreational ATV trail is beyond the scope of this effort, but could be considered in the future.

Lost 40: Two of the comments emphasized keeping ATVs out of the Lost 40 SNA. One comment wanted routes in the Wagner Lake/Lost 40 area to be available for ATV use. The boundary of the proposed Dishpan – Fiske Lake Area with Limitations on hunting and trapping related motor vehicle use has been adjusted to include most of the Lost 40 SNA. The east boundary of the Area with Limitations will follow County Highway 26 and Moose Brook. FS 2240 (the road on the SW side of the Lost 40 SNA) will be open to HLVs but closed to OHVs. This precludes ATV use in the area around the Lost 40 SNA even though it is located within the Big Fork State Forest which will be classified as *managed*. Wagner Lake Road (FS2229) will be open to HLV and OHV use as will a number of other FS roads south of the Wagner Lake Road. Undesignated routes on state forest land in the Big Fork State Forest outside of the Dishpan – Fiske Lake Area with Limitations will also be available for ATV use.

Morph Meadows NE: Comments opposed the proposed Morph Meadows NE Area with Limitations on hunting and trapping related motor vehicle use based on the impacts to a commercial bear baiting business and a local lakeshore resort. The resort guests that use ATVs for recreational riding or to access forest lands for hunting would seem to be served by a network of roads that are open to OHV use. The specific roads mentioned in the comment are Forest Service administered. If the Forest Service decides to allow OHV use on the roads, the Area with Limitations would not affect on-road use of vehicles. Vehicle use would not be allowed off of designated roads or trails. This will likely affect the bear baiting business since the baiter and clients would have to walk from the designated roads and trails to the bait stations. Much of the state land in the Area with Limitations is wetlands that are not suitable for motor vehicle use. The roads and rivers used to define the Area with Limitations boundaries are more recognizable on the ground than is the existing Morph Meadows WMA boundary, which follows section lines through the forest. The DNR will designate the Area with Limitations on hunting and trapping related motor vehicle use as proposed in the draft plan.

North Country Trail: These comments focus on the need to discourage illegal ATV use on the North Country Trail. There are portions of the NCT impacted by ATV use coming from nearby roads that are open to OHV use or from roads or trails that cross the NCT. The site-specific comments involved mainly US Forest Service administered routes. The DNR supports improved signing and increased enforcement to limit illegal ATV use of the NCT.

Suomi Hills: These comments concern continued motor vehicle access to the designated Suomi Snowmobile Trail for maintenance and emergency purposes. The site-specific comments involve US Forest Service administered roads that are near the snowmobile trail. The DNR supports both the Suomi Hills Semi-primitive Non-motorized Area and the designated Suomi Snowmobile Trail.

Woodtick Trail: The Woodtick Trail is a higher-standard US Forest Service administered forest road between State Highway 371 and County Road 5. The Forest Service proposes that this road be open to HLVs but closed to OHVs.

14. Hunting and Fishing Access

Summary of Concerns

These comments generally support adequate motor vehicle access to public forest lands for hunting, especially deer hunting. Some of the comments indicate off-trail use to construct and access hunting stands and to retrieve big game. Several of the comments mention that they would not be able (due to age or physical limitations) to hunt if motor vehicle access was further restricted.

Comments on This Topic

[4a](#), [15a](#), [24a](#), [25a](#), [26a](#), [29a](#), [31a](#), [37a](#), [51b](#), [61a](#), [61g](#), [63a](#), [79a](#), [103b](#), [104a](#), [110b](#), [119a](#), [130a](#), [136c](#)

Response to Concerns

The DNR recognizes that most hunters use some type of motor vehicle (HLV, OHV, motorboat) to access forest lands and waters for hunting and fishing. The DNR also recognizes that many hunters desire to hunt in areas away from motor vehicle disturbance. There is no approach that will satisfy everyone. The attempt is to provide a mix of opportunities.

Conflicts between motor and non-motor recreation users do occur. The DNR manages State Forests within the policy guidelines established in state statutes. The statutory policy for State Forests is *multiple use, sustained yield* management of forest resources. Recent legislation that allows retention of the *managed* motor vehicle use classification for state forest lands north of US Highway 2 and the statutory provisions allowing certain hunting and trapping related motor vehicle use on *managed* and *limited* state forest lands establish public policy favoring motor vehicle access to state forest lands for hunting. State forests are actively managed to provide a range of goods and services, including outdoor recreation. State Forests are not, by statutory definition, designated wilderness or solitude areas. They host a mix of commercial, industrial, and resource management activities that are generally inconsistent and incompatible with wilderness or a “solitude-like” experience (e.g., timber harvest, motorized recreation, wildlife habitat manipulation, mining, prescribed fire, tree planting, fuelwood and bough harvest, etc). State Forests are roaded and accessible, and have traditionally hosted a mix of motorized and nonmotorized recreational opportunities. The multiple use management policy does not require that all uses be allowed on every acre of forest land. It allows a mix of management emphases across the State Forest system. State parks, and other DNR management units such as Wildlife Management Areas, State Trails, and Scientific & Natural Areas, have different statutory management policies and provide better opportunities to achieve “solitude-type” experiences.

15. Handicapped Access

Summary of Concerns

These comments relate to motor vehicle use to access forest lands by handicapped individuals.

Comments on This Topic

[106a](#), [113d](#), [128b](#), [136b](#)

Response to Concerns

The DNR strives to update its developed facilities to meet state and federal accessibility standards. There is no requirement to make all forest lands accessible by motor vehicle. While there will be a reduction in miles of routes open to motor vehicle use as a result of this forest classification and road/trail designation effort there are still many miles of roads and trails open to motor vehicle use. These available roads and trails provide motor vehicle access to much of the public forest land. See http://www.dnr.state.mn.us/open_outdoors/index.html for a list of accessible facilities and special permits and licenses.

16. Miscellaneous

Summary of Concerns

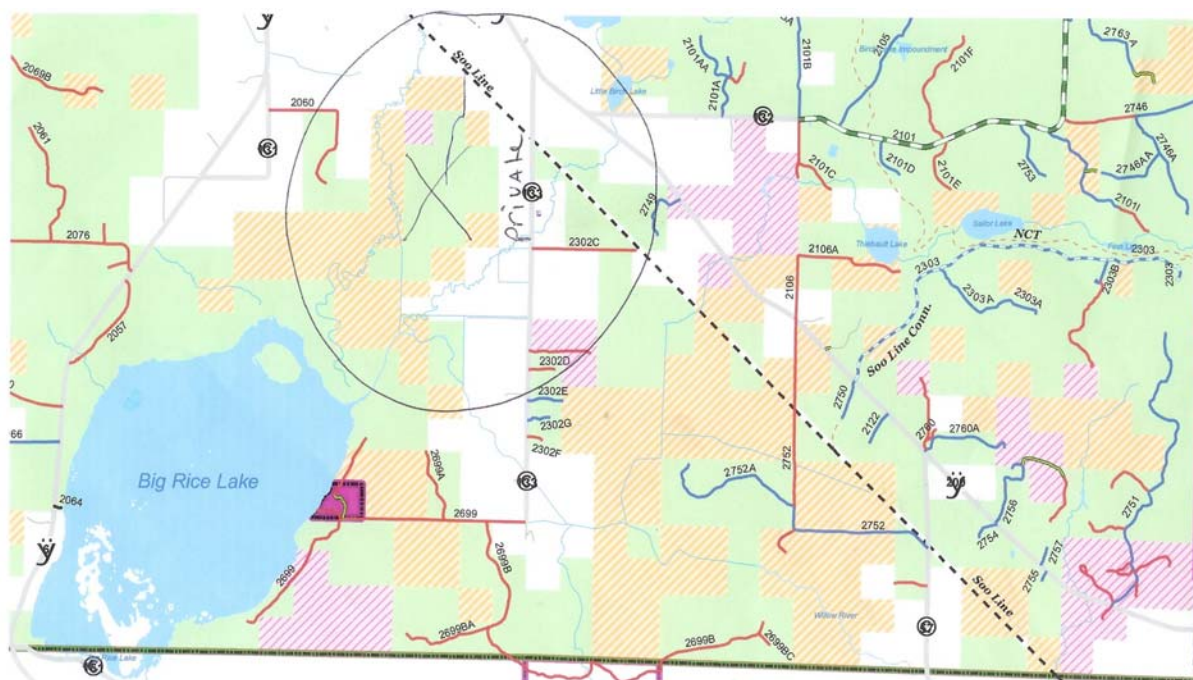
These comments express a concern or opinion that is not directly pertinent to the forest classification or road/trail designation decisions that are the subject of this planning effort.

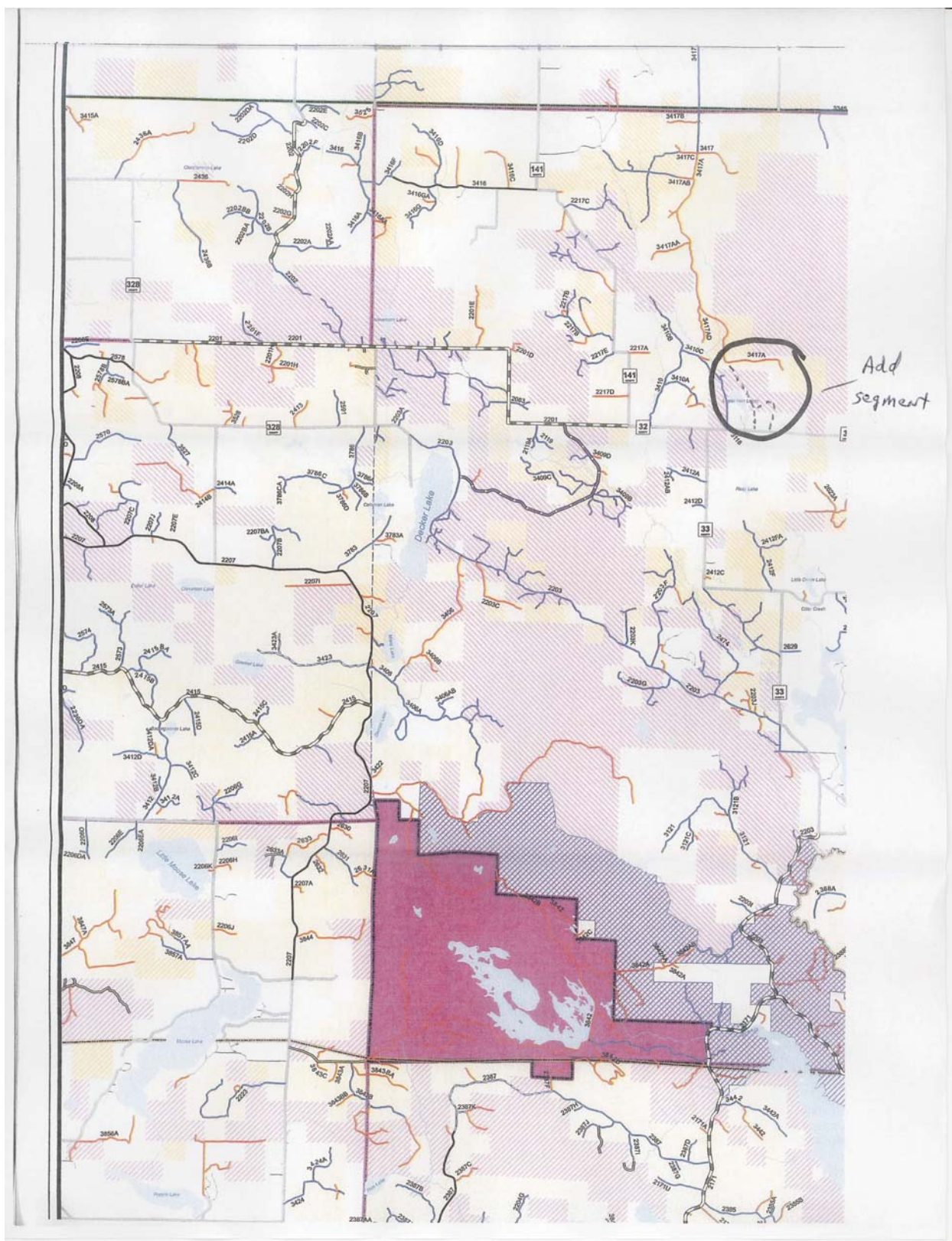
Comments on This Topic

[44a](#), [54a](#), [56c](#), [77a](#)

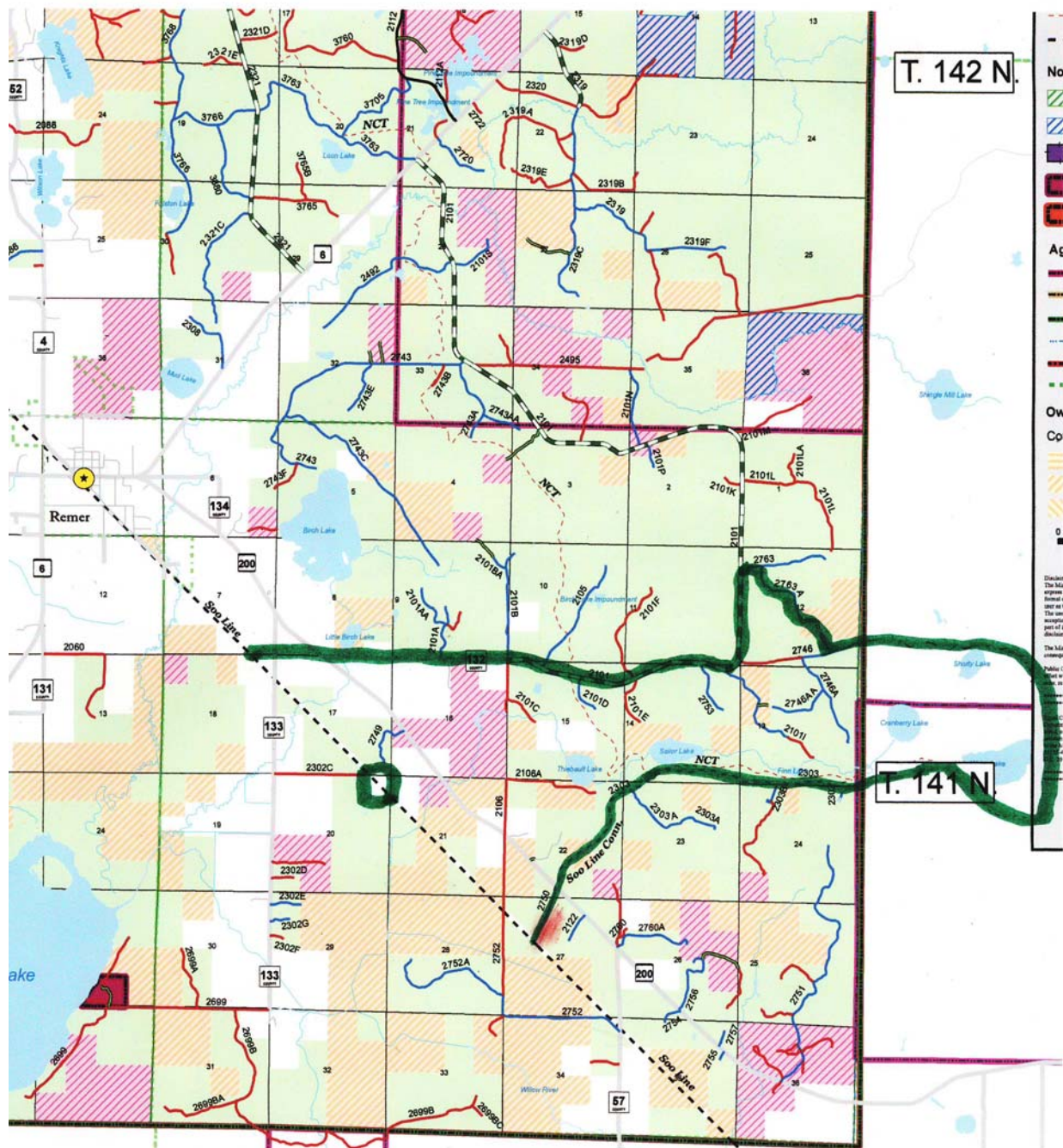
Response to Concerns

Comments noted.

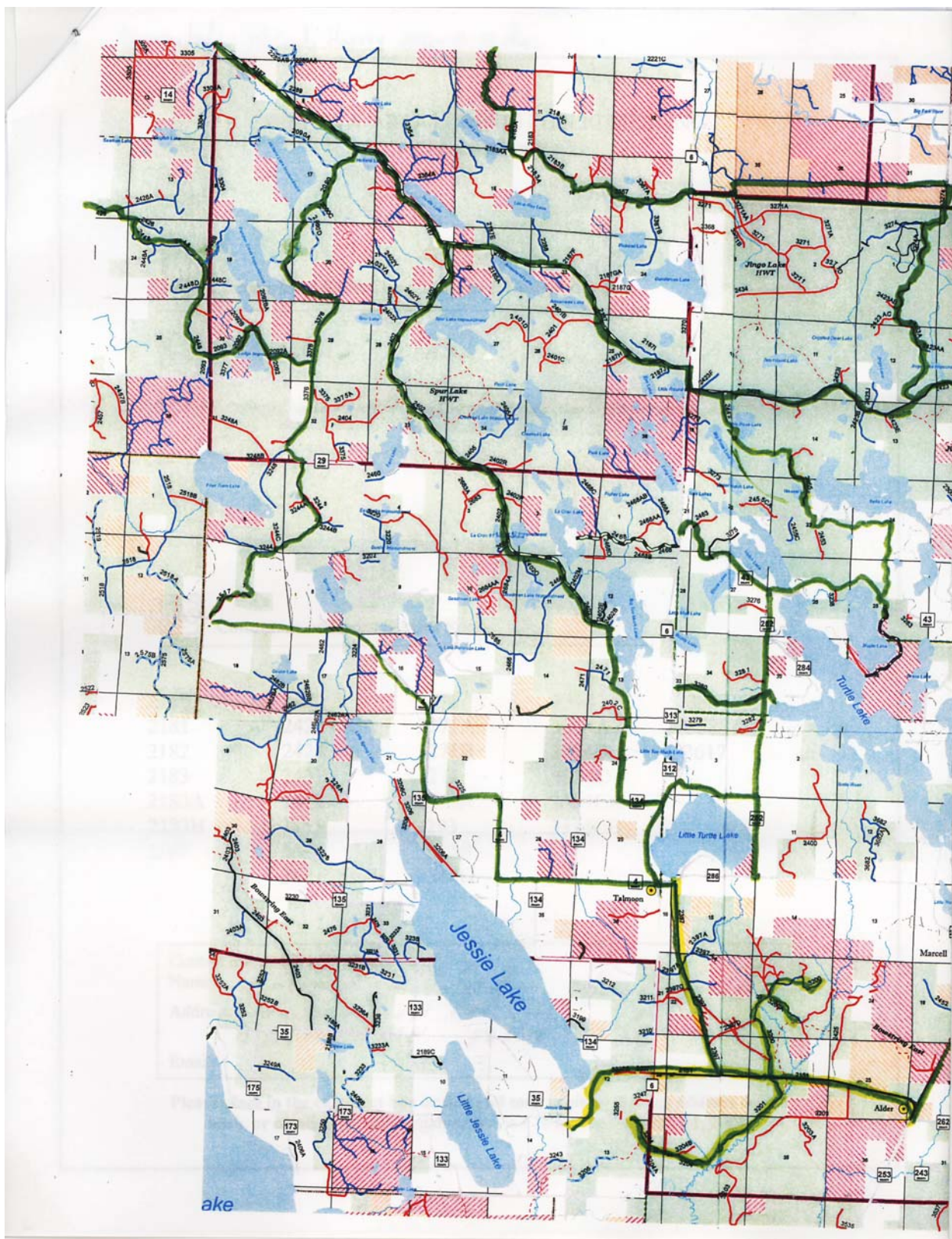




[Perry_Leone_Map]



[Don_Welk_Map2]



[Wilderness_Wheelers_Map_West]

