



# TRAIL TALK

## TRAVEL MANAGEMENT NEWSLETTER

October, 2006

Volume 1, Issue 1

### OHV USE ON THE BLACK HILLS NATIONAL FOREST

Upcoming Meetings and Notices

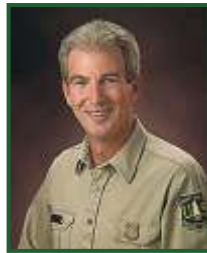
Travel Management Workshops

• **Custer, SD:**  
Monday, November 13, 2006 at 6 p.m., Forest Supervisor's Office, Conference Room, 1019 North 5th Street.

• **Sundance, WY:**  
Tuesday, November 14, 2006 at 6:00 p.m., Crook County Courthouse, 309 Cleveland Street.

• **Spearfish, SD:**  
Wednesday, November 15, 2006 at 6:00 p.m., Holiday Inn Hotel and Convention Center, Cedar Room, I-90 at Exit 14.

• **Rapid City, SD:**  
Thursday, November 16, 2006 at 6:00 p.m., Ramkota Hotel, Pactola Room, 2111 North LaCrosse Street.



Welcome to our first edition of *Trail Talk*, a newsletter designed to help you better understand the changes, events and features of recreational trails on your beautiful Black Hills

National Forest. This first issue focuses on the upcoming change to Off-Highway Vehicle use on the Black Hills, a rather substantial change from being "open unless designated closed" to a "designated system" of open routes and areas on your national forests and grasslands.

*Trail Talk* is our way to keep you up to date with brief, informative articles. More in-depth information can be obtained from the websites and from key contacts noted in the newsletter. This first issue of *Trail Talk* is intended to start and continue the conversation. We need to hear from you! Please note the upcoming workshops and Forest Service public meetings scheduled this fall. Your participation will be important as we develop the initial proposed travel system in early 2007.

### A NEW FRAMEWORK

In 2005, the Forest Service published a new rule for providing OHV access to national forests and grasslands. Many user groups, environmental groups, and State and local governments endorsed the concept of a designated system of roads, trails, and areas for motor vehicle use. The rule itself does not designate roads or areas for OHVs, but provides a framework for making those decisions at the local level.

In preparing for the upcoming workshops and meetings, please take a few moments to read the Recommendations provided by the National Forest Advisory Board. Discuss these with your friends on the trail. You may recall there were a series of public meetings hosted by the Subcommittee last year in South Dakota and Wyoming. These recommendations were made by the diverse subcommittee and parent board after carefully considering a wide range of public opinions. I believe the recommendations provide a valuable vision and guide for the future trail systems on the Black Hills National Forest. At least that is my take. I hope to hear from you. Until then, enjoy the trails and have a wonderful autumn!

**Craig Bobzien**  
Forest Supervisor

"We believe that off-highway vehicles are a legitimate use of the National Forest System. but it's a use that should be managed carefully. That's what our new rule for OHV use on national forest land is all about: providing access that can be used and enjoyed into the future. And if we want to sustain that use, then we've got to work together."

~Forest Service Chief  
Dale Bosworth

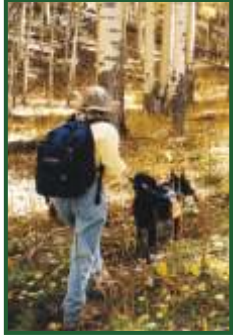
The key components of the new rule are:  
require designation of roads, trails, and areas open to motor vehicle use by vehicle class and, if appropriate, by time of year  
provide a consistent national framework for local decisions.  
require public involvement and coordination with State and local government agencies.  
prohibit motor vehicle use of the designated system, or inconsistent with the designations, with the publication of the motor vehicle use map.

# Fall Colors



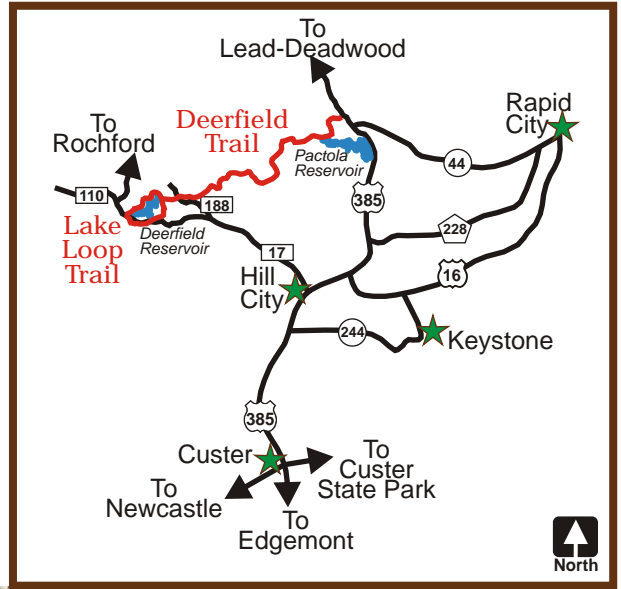
## on the Deerfield & Lake Loop Trail

This 28-mile, all season, **non-motorized** trail complex connects the Deerfield recreation area with the rest of the Black Hills National Forest on more than 450 miles of trail, including the Centennial Trail and the George S. Mickelson Trail.



Hikers, mountain bikers, horse riders, and cross country skiers can enjoy these trails, although not all trail sections are suitable for all uses.

Great scenery with spectacular fall colors, abundant wildlife, and a variety of historic sites can be seen right now along these trails.



## Where the Tire Meets the Trail

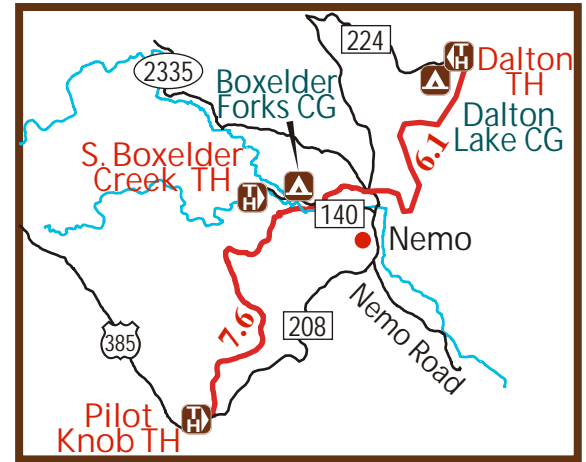
The motorized portion of the 111-mile Centennial Trail is 13.7 miles between Pilot Knob Trailhead and Dalton Trailhead, in the Nemo area. This great trail ride takes you through the heart of the Forest and is a must-do ride for the serious trail riders.



Enjoy the wind in your face and the beauty around you. Please help protect the resources by staying on designated trails and roads and away from closed areas.

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OPEN TO



## Heard it on the Trail . . .

Here are some of the things you can do to care for the land and make everyone's experience better:

Ride only in areas designated as open. Resist the urge to pioneer new roads or trails, or to cut across switchbacks.

Avoid running over young trees, shrubs, and grasses which can damage or kill them.

Stay off wet, soft roads and trails, which are easily torn up and expensive to repair.



Don't harass wildlife, particularly during stressful seasons when they are rearing their young or suffering from food shortage.

Know where the boundaries of designated Wilderness Areas and other sensitive areas are and respect them.

Thumbs down on sound! Loud noise in a backcountry setting is not acceptable.

Honor seasonal and permanent trail closures.







# BLACK HILLS NATIONAL FOREST ADVISORY BOARD SUBCOMMITTEE RECOMMENDATIONS

The Black Hills National Forest Advisory Board (NFAB) subcommittee developed the following objectives to implement the new Travel Management Rule for the National Forests and Grasslands.

- Evaluate the regulatory framework.
- Facilitate a series of meetings to obtain public comments.
- Develop and enhance the process to get information to the public.
- Develop funding sources.
- Develop a complete inventory of roads, trails, and areas.
- Define a trail system.

The subcommittee recommended that an OHV trail system be developed, within the context of overall motorized uses, providing for a variety of opportunities, but not dominating or unreasonably interfering with other multiple uses. NFAB recommended an “active” system. This system is specifically designed, maintained, and enforced to provide specific uses. Funding will play a larger role in the size and nature of the system.



## FUNDING

Possible funding includes: OHV registration (sticker), gas tax revenue, excise tax on the sale of OHVs, Recreations Trails Program, Forest User Fee, funds from Rural Schools and Communities Self-Determination Act, and volunteer/partnership funding and/or in-kind work. Funds would be used for start-up costs, signing, construction/maintenance, trailheads, law enforcement, maps education, and other activities.

## SYSTEM STRUCTURE

The system would incorporate the concept of “Gateway Communities.” In general, the system would consist of a main arterial system extending throughout the Forest and a network tying into the main system. The focus will be on multiple scale loops as opposed to dead-end spurs. Many of the routes would be shared by multiple users. Some of the loops would focus on more single type use, such as ATVs and dirt bikes or for single tract only (dirt

bikes). NFAB recognizes that there are already an adequate numbers of routes on the Forest that could be developed into a system. Some existing routes may need to be connected to provide loops and some currently closed routes might be opened, and some open routes might be closed to make the system work.

## POPULATED AREAS

We hope to limit the amount of noise and potential conflicts in adjacent communities and subdivisions. The OHV system would focus more on areas away from **populated areas**. The issue of personal driveways from private lands to national forest lands was discussed. NFAB believes that we can’t manage a designated route system and allow individual private landowners to develop their own personal access across public lands. In essence, access for one is access for all. If it is open to all other users, then it can be included in the designated system.



The following potential exceptions were considered:

### Firewood Collecting

- Require a firewood permit.
- Be limited to areas designated by the Forest Service, which can be modified as needed.

### Hunting & Game Retrieval

The Forest will be consistent with other Agencies’ regulations to the degree we can. Areas will be designated where retrieval will be allowed and where it will not. Provide a specific time of day for retrieval which will work to eliminate conflict with prime hunting times. No uncased weapons are to be carried during game retrieval. A hunting license is required. There needs to be coordinated education/communication/outreach targeted to the hunter on the proper rules for game retrieval. No unacceptable resource damage, as defined by the Forest Service, would occur as part of the retrieval operation.

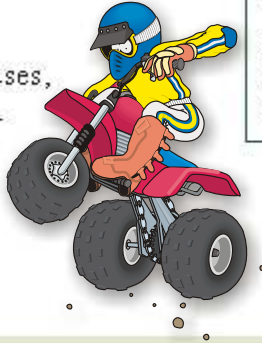


## Dispersed Camping

Motorized vehicles are restricted to within 300 feet of an open designated route using the most direct route to the campsite.

## Cross-country Motorized OHV Use

Allowed only within designated areas. Exceptions for administrative permitted uses, public safety, fire suppression, and search and rescue.



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## Mud-bogging

No mud-bogging allowed on National Forest System Lands.

A full NFAB report can be found at:

[www.fs.fed.us/r2/blackhills/recreation/travel\\_management/nfab\\_tmisc\\_report/06082006.pdf](http://www.fs.fed.us/r2/blackhills/recreation/travel_management/nfab_tmisc_report/06082006.pdf)

## KEY CONTACTS

For more information about Off-highway Vehicle operation and regulations contact:

Travel Management Planner, Tom Willems  
Black Hills National Forest  
1019 North 5th Street  
Custer, SD 57730  
(605) 673-9200



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