

NE WA Forestry Coalition Recreation Committee Collaborative Criteria for OHV Route System Designation for the Colville NF

To provide a desirable OHV riding experience, an OHV route system should meet as many of the following criteria as possible:

1. Connect OHV trail systems and towns and other destinations such as views, camp areas, historic attractions, resorts/stores (fuel, lodging, supplies, etc.)
2. OHV trails that connect to a loop or a system of loops should be given priority for designation.
3. Provide various types of experiences, including technical trails and riding areas (like terrain parks in old quarries), scenic rides, and less difficult routes for various types of OHVs (motorcycles, ATVs, 4X4s, and snowmobiles).
4. Provide access to campgrounds, camp areas, and trailheads with adequate space for trailers (coordinate to utilize existing snowmobile/OHV trailheads and facilities wherever possible).
5. Include safety oriented signs on mixed-use roads.
6. Include signs that help users know the rules and ride responsibly. Route markers should be placed at intersections, indicating the allowed uses on each route. Information boards should be placed at trailheads and campgrounds that include rules and maps so riders know where they can ride.
7. Be monitored and revisited for additions and other improvements that would improve the user's experience.

To minimize negative impacts, an OHV route system should meet as many of the following criteria as possible:

1. Minimize conflict with non-motorized trails, trailheads, and campgrounds that have been traditionally used for non-motorized activities by avoiding OHV route designations nearby.
2. Avoid route designations through sensitive natural areas like wetlands, meadows, riparian areas, and other areas where protection of threatened and endangered plants and wildlife are a priority. Signs, fences, and barriers should be used to protect such areas whenever necessary.
3. Provide additional closure structures/improvements (gates, boulders, log/slash placement, tank traps, fences, etc.) where designated OHV routes adjoin closed/illegal roads and routes that have been illegally accessed.
4. Prioritize use of existing open roads over opening closed roads or building new trails to minimize cost and to limit resource damage and wildlife impact.
5. Consider impact of road/OHV route mileage density on big game species such as deer, elk, sheep, bear and other wildlife to maintain adequate quality habitat.
6. Have seasonal use restrictions where needed to avoid resource damage, wildlife conflict, and damage to groomed snowmobile routes (approximately November 15 - mid-March depending on individual routes).
7. Be enforced, monitored and revisited for possible closures and other changes that would reduce negative impacts, including considering trading controversial OHV routes and other OHV routes that are negatively impacting wildlife, soils, and water for equivalent routes elsewhere in the same general area.

We were unable to reach agreement on the following criteria:

- Needs to be manageable and enforceable within the range of recent average of Colville NF's budget and management capacity (proposed by Derrick Knowles).
- Proposed OHV trails should be evaluated for anticipated demand at designation and future anticipated demands for OHV use to meet the growing OHV popularity.