

Appendix F
Issues Summary from
Public Involvement

Forest wide Issues

Issue Statement
Access to trails and paths
Road closures will make it difficult to access other trails and paths.
Access to forest products
With more road closures the distance will become too far to carry berries, mushrooms or drag out a deer.
Access for hunting, fishing, and trapping
The 2014 Whitetail Summit found that access to hunting lands is among the highest ranking issues facing deer hunters today. The maintenance and expansion of accessible sites (including trails and roads), facilities, and equipment to encourage accessible outdoor recreation for people with disabilities, seniors, and youth and the maximum possible access to outdoor recreation opportunities, including no net loss of public hunting and fishing/boating access locations is encouraged.
Seasonal restrictions (i.e. September 1st through December 15th) for the purpose of hunting would help in curbing general misuse and attempts at cross country riding and enhancement of opportunity especially for the elderly and disabled.
Rather than expanding any permanent road closures, the USFS might also include in the analysis the consideration of temporary closures or openings to accommodate key opening season hunting/trapping/fish dates and weekends as appropriate.
Temporary closures during harsh wet weather conditions might also extend the “life” of roads that would be destroyed if travelled with motorized vehicles.
The Forest Service should consider and prioritize maintaining access and even reopening closed roads that would benefit both timber harvest access as well as hunters, anglers and trappers.
Road closures discriminate against the working man who has little time to hunt.
Access to Aquatic Resources
Road routes to access points to aquatic resources for recreational and management purposes should be considered a priority to remain open and intact as currently offered in the Hiawatha National Forest.
Closure of roads to lakes, ponds, rivers or streams would likely lead to reduced recreational usage by public stakeholders and reduced opportunities for management activities (protection, enhancement, restoration, etc.) of aquatic habitats, fish communities and recreational fisheries.
This road closure study can also be used as a back door study to close public access to certain lakes within the Forest.
Multiple-use nonmotorized trails
Recreational use of the Forest is not necessarily just developed campgrounds but rather depends on multiple-use trail systems. These trail systems should include all facets of trails from improved gravel or paved roads to hiking and mountain biking paths.
One of the overlooked opportunities for biking trails is the logging trails that have been made throughout the forests and are oftentimes obliterated after being improved. I understand that preventing heavy vehicular use of these trails may be counterproductive, however, biking on these trails has little impact on the environment.
Right now the only opportunities for biking in the Hiawatha Forest are on improved gravel roads that are

open for ATV or other motorized vehicle use.
Access for OHV/ATV traffic
ATV/OHV riders have limited objectives: <ol style="list-style-type: none"> 1. They want to travel on roads which don't have high amount of other vehicular traffic. 2. They want to travel from Point A to Point B with each point offering amenities, such as food, fuel and lodging. 3. Lacking a specific destination they want to be able to travel on loops which will bring them back to home base without traveling the same road twice.
Cross country ATV/ORV riding is not allowed in the Hiawatha. These Level I roads can serve as tangent route open for ATV/ORV use and discourage someone from breaking policy and going cross country. They can also be used for multi-use that would include hiking, equestrian riding and biking, all of which should, if done properly, keep these same roads from recruiting with unwanted plant/tree generation and could potentially save the USFS from the cost of brushing if and when the Level I road is needed for timbering or other forest management need.
Forcing OHV/ATV traffic onto these [main County roads] roads by closures of seldom traveled forest roads makes no sense at all.
The artificial limit of 75 miles of Level 3 roads makes no sense.
The Forest service also has labeled many roads level 3 which in reality are level 2 or less. Those roads should be open to OHV/ATV traffic!
Recommendations for the ORV proposed trail system traversing Hiawatha National Forest across the Upper Peninsula was submitted in December of 2013 with GIS mapping after a year of Grant Sponsor study. It should be a prime consideration for the TAP analysis.
The Statewide ORV Trail system which is currently under development & implementation has "connectivity" as a primary objective. Hiawatha National Forest is currently the primary stumbling block to achieving "connectivity" of the Eastern & Western Upper Peninsula.
OHV/ATV impacts
OHV/ATV traffic does no more damage to a level 3 road than a car or truck.
Regarding the Hiawatha road study and environmental impacts to the Hiawatha Forest road system, it is easy to see that environmental damage and erosion are caused primarily by significant increases in ATV use on Forest roads and trails. If you need to reduce the environmental impact on roads, you need to regulate these vehicles.
ATV traffic is also a nuisance to traditional outdoorsmen and sports persons (i.e.-noise, ruts, thrown gravel, etc.). Sportsmen using traditional methods of low impact travel need access for hunting and fishing locations and should not be penalized with road closures that may be primarily caused by ATV use.
OHV/ATV safety
In addition, other than the paved county roads the other level 3 gravel roads carry very little vehicular traffic, so the possibility of car OHV/ATV collisions is extremely low.
Many transient users "fear" operating ORVs in Hiawatha National Forest due to the lack of signing that comes with not having a designated trail system.
Access for small landowners
Road closings have unintended benefits to a handful of small landowners that will have access to a large area accessible and used by only a few.

Working with forest industry
The USFS should work with the forest industry on maintaining necessary road access and also consider means for using new technology and best management practices for decreasing impacts to existing roads to reduce maintenance costs.
Forest Service processes
The Motor Vehicle Use Map is not user-friendly and is not designed to be used as trail maps.
Interactive trail maps should be a part of National Forest website and should be user friendly.
We have a use permit to access our camp property through Forest Service land. The permit process seems fair, and we are satisfied with it.
The Level I Roads have historically been closed for use, however there are segments that have remained actively used by some members of the general public for access to hunting and other needs. Upon finding these roads being used, the USFS has escalated physical closure which has created a dilemma of suspicion that the management of the Hiawatha is aggressively closing many roads.
Public education through awareness campaigns and involvement in marketing through the help of HTA [Hiawatha Trail Association] could gain an appreciation and respect not currently seen from some motorized and non-motorized sports users.
ORV MOUs
The ORV MOU (expires 2015) and the Snowmobile MOU (expires 2016) between the Federal Forests in Michigan and the DNR. This should be reviewed as part of the TAP analysis. It is recommended that the MOUs include language to expedite permitting of Special Events on the "Designated Trail System". Keep in mind that the Grant Programs fund the infrastructure, brushing, signing and special maintenance project on that Trail System.
Road maintenance
The claim that some of these roads must be closed due to budget limitations is simply not a credible one. Many of these roads never see a dollar spent on them for maintenance and remain open simply by the common use of those of us who regularly travel these roads as we enjoy our outdoor pursuits. Regular travel keeps the road from growing over with vegetation and many users routinely remove dead wind-fall trees that occasionally block the roads. Let this continue and the roads that are used regularly will remain open while those that have no useful purpose will slowly fill in on their own until they are no longer useable.
State Forest roads and CFA roads are left open for public benefit with little or no maintenance. My experience with Forest service roads is that small levels of maintenance lead to degradation of road quality. For example, 5 or 6 years ago a number of Forest service roads in the Hiawatha were "brushed out" by a contractor. The openness of the roads led to increased use by larger vehicles, which in turn tore up the roads. The roads that were brushed out are in much worse condition now than they were prior to the work 5-6 years ago. While roads that were not brushed out have maintained their condition. I urge you to not close additional roads, even if they are not being maintained. While road maintenance for bridge/culvert repair, water holes, erosion, etc. are all prudent, I would suggest routine maintenance of the "2-tracks" be eliminated to reduce the aforementioned situation.
If people or user groups are not using certain trails and roads, the natural process will show the Forest Service what is being used and what is not. Most likely, the current roads not being used are dead ends!
Economics
Our fisheries and wildlife resources are economic drivers in this state; according to the U.S. Fish and

<p>Wildlife Service, in 2011 hunters spent \$33.7 billion nationwide, while anglers spent \$41.8 billion. Ranking 4th nationwide, Michigan’s 1,938,000 hunters and fishermen spend \$4.8 billion annually and support 72,462 jobs. The sportsmen and women of the state ARE economic drivers. Sportsmen and women’s concerns are of equal value to those who use our natural resources for extractive purposes or who passively recreate on federal lands.</p>
<p>Since this study is about saving money on road maintenance, the Forest Service should not close roads. The Forest Service may choose not to maintain lesser used roads but closing roads costs money, even if the only action is sending an employee out to put up signs!</p>
<p>The State of Michigan and the DNR have spent millions of dollars opening new means of access for ATV/UTV and motorcyclist state wide to promote tourism and to help the businesses of rural Michigan communities survive in what has become the worst economic times of most of our lives. . . . With the US Forest Service I see an agenda that directly conflicts with the efforts of the State of Michigan and Mackinac County in this case.</p>
<p>Road closure support</p>
<p>The Forest is much better in its natural state if possible. Roads that have little usage that can be closed should be closed and allowed to revert back to nature.</p>
<p>As nonusers of ATVs, we hope the aggressive lobbying by ORV interests are held in check as motorized vehicles are incredibly intrusive from a number of standpoints.</p>
<p>West Zone-specific Issues</p>
<p>Issue Statement</p>
<p>Multiple use access</p>
<p>Jack Pine Lodge property has been designated as the Jack Pine Trailhead for multi-use ORV and Snowmobile by the Michigan DNR for access to the Haywire (41) and trail 413. It is a central meeting place and Hiawatha area destination for all outdoor activities in Schoolcraft County (snowmobiling, ORV, horseback riding, fishing, hunting, biking, kayaking, hiking, and cross-country skiing).</p>
<p>Economics</p>
<p>It is very important to our business, local property owners, tourists, and our family livelihood, that you maintain year round open access into the Jack Pine Lodge via trail 413, 41 Haywire Grade – Forest road 2641, 2643, 2644, 2645, 8177, 8178, etc. Big Spring Inn through trail system, and Crooked Lake via Lakosky road.</p>
<p>Resource damage information</p>
<p>The south pipeline by snowmobile trail #2 has been closed for traffic for 2 years on the west side with boulders blocking the trail. Now the boulders need to be put on the east side to keep vehicles and 4-wheelers off that part of the trail. It will help close the loop so erosion won't occur and wetlands will not be damaged by traffic.</p>
<p>OHV/ATV access</p>
<p>The Sportsmen's Off Road Vehicle Association of Alger County is in full support of a GIS proposal that has been submitted by the Hiawathaland Trail Association that will serve to clarify current and proposed designated trails and routes within the Hiawatha. The plan also illustrates the connecting routes that should provide adequate and legal access for ATV/ORV users wanting to enjoy the opportunities available. The Hiawathaland Trail Association plan should be adopted.</p>
<p>With this plan, the opportunity for State designation of these trail systems/routes would also allow State</p>

ORV Trail funding to be accessed for regular maintenance and restoration of these roads.
Road and trail maintenance and improvement
The Marquette County Road Commission (MCRC) has several public roads within the Hiawatha National Forest. The Road Commission requests that any plan the Hiawatha Forest puts together does not conflict with our regular maintenance, heavy maintenance or future upgrades to these roads.
The TAP analysis should identify Haywire Grade/Trail 41/Marquette to Manistique Route for a priority NEPA to determine: <ol style="list-style-type: none"> 1. The safety of the 12 bridges north of Steuben 2. The physical & functional obsolescence of the 12 bridges. 3. The type of replacement structure and supports. 4. The potential for trail relocation versus bridge replacement. 5. The impact to the current multiyear trail reconstruction (if a section of trail is going to be moved, why bother reconstructing it). 6. As an action note, establish a projected timeline.
Let's start by looking FF 13. The south portion from County Road 440 to U.S. 2 is a disgrace. This road hasn't had a redo in at least 30 years. Every year Delta County fills millions of potholes only to repeat the work the next year. Allowing big trucks other than timber haulers to use the road is very dangerous and damaging. You need to count the number of vehicles that use this road throughout the year, the number is quite high.
The north portion of this road, from County Road 440 to M-28 is now showing signs of disrepair. Large potholes along the shoulders are getting worse.
We own a piece of property at 8765 N Boot Lake Road. The property has shoreline access to Boot Lake. The road that services the boat launch is in very bad shape and should be looked at.
Specific road requests
We drive in from M-94 between the Middle Branch and South Branch of the Stuttz Creek on road 2253 to road 2695 then road 2695 to road 2097. Road 2097 crosses the Haywire Rail Trail (8109) and continues on to our property. I've taken these road numbers from the Bass Boot Project, Proposed Action North Map. The property sits northeast of Big Island and Townline Lakes at the end of road 2097. Keep these roads.
Roads 2231 and 2235 should be kept open for vehicle and 4-wheeler traffic. Road 2233 should also be open for recreation vehicles - motorcycles and 4-wheelers and cars and trucks.
Fisheries Division would prefer to see the following roads remain open because of their access to significant fisheries. The following roads lead to fisheries that are either stocked or have limited public access. West Zone Map #1: #2866 and M55B
East Zone-specific Issues
Issue Statement
Economics
ATVs are very important to our area, and we as a community with a tourism economy need to see their use encouraged.
Day riding loops that travel from St. Ignace to areas such as Trout Lake, Moran and Brevort are vitally important to growing this industry and promoting tourism.
Interconnected trails from town to town are important to connect communities, benefiting all involved.
OHV/ATV Access
The ORV trails either dead end at a short distance or a user cannot legally get to the trail from another road or trail.

It would be nice to have a trail connecting Rudyard, Trout Lake, Strongs, Eckerman, Paradise, and other surrounding areas.
The Straits Area Snowmobile Club maintains and improves the recreational snowmobile trails in central Mackinac County. The organization has applied for and received ATV/ORV grants to maintain those trails for dual use.
The ultimate goal of the St. Ignace DDA and many local businesses is to promote this area as an ATV hub, the jumping off point for all UP trails for “downstaters.”
The same route coming out of St. Ignace used by snowmobilers in the winter can be used by OHVs. I will include a map to go along with the following description. Going north out of St. Ignace on Route Number 3104 on route 3105 than TR on Co. Rd. H-57 than TL on route 3303 than TL where the road meets the power lines than go right on the power lines TR on route 3108 and follow it to Worth Rd. At that point you could connect to the state trail system and take it anywhere west. This route would also allow campers that are staying at the Brevoort Lake campground to access state trails and have a route into St. Ignace.
The second route that we would recommend and I am assuming the railroad grade that parallels M123 is open to ORV's would start at M-123 and Co Road 520 then go west on route 3450 TL on route 3119 to route 3129 which is open to ORV's. This in turn would give the ORV's a north route to connect to existing ORV trails.
Realizing that all roads probably won't be opened to OHV/ATV traffic, we are listing the following roads that are currently closed to OHV/ATV traffic that should be opened with reasons for opening them. FS 3139 and FS 3131 are open to OHV/ATV traffic presently but there is only one connection between them. FS 3137 should be opened to provide an additional connection. FS 3136 and FS 3132 should be opened to provide additional loops and make a large number of hunting camp owners happy. FS 3134 should be opened to provide access to the Sullivan Creek Fish Hatchery. FS 3352 should be opened to provide a logical route to the old Soo Railroad grade east of Racó. The old Soo Railroad grade from Racó east will be opened in the spring of 2015 as a MDNR designated OHV/ATV trail leading to Sault Ste. Marie.
FS 3157 should be opened to OHV/ATV traffic because it is a logical connection between FS 3156 which is open to OHV /ATV traffic and the old Soo railroad grade which will soon be purchased by the State of Michigan and used for OHV/ATV traffic. Also it would seem that the Forest service would be interested in promoting OHV/ATV visits to the Pendills fish hatchery.
FS 3150 and FS 3251 should be opened to provide a direct connection with East-West Road on the West side of M-123. These two roads would provide a northern loop into Hulbert. By opening FS 3150 to Lakeshore Drive ATV/ORV traffic could access the neat Forest Service Parks on Whitefish Bay.
FS 3344 north of Trout Lake is open but is a road to nowhere!!! FS 3343 should be opened to the east and FS 3145 should be opened north and south, which would provide riders coming north out of Trout Lake with logical routes to go east or also north toward Hulbert and Strongs. Riders coming south on FS 3145 could have a direct connection with roads going south into the Lake Superior State Forest.
Several Forest roads in Mackinac County are closed that should be open to ATV/OHV traffic. FS-3122 provides a connection between East Lake Rd. and the railroad grade along M-123 which will be a MDNR sponsored trail from St. Ignace and Trout Lake. FS 3104 and FS 3105 should be opened to provide an additional connection from the old railroad grade with the Lake Superior State Forest Trails and the MDNR ORV trailhead. FS 3425 is closed from M-134 north which places the bridge across I-75 off limits. ATV/ORV traffic desiring to access county roads to the east or west of I-75 is being effectively blocked by this closure.
Multiple-use nonmotorized trails
While at a Great Waters and at our NCT chapter meeting recently there were discussions about the closing of Forest roads in Hiawatha National Forest East. At both meetings there was interest in a planned

bicycle trail perhaps a circle route that would use the closed road system. Perhaps with some planning this could become a reality.
Could some of the closed USFS roads make a mountain biking trail? We get inquiries for biking trails from visitors at the Trail Town Center.
Some of the existing USFS roads are excellent for biking. Could some of them be posted as road biking routes and maps made available? (No bike signs at NCT crossings.)
North Country Trail
The North Country Trail needs improved parking space at major road crossings along the route to create better NCT access and for safety purposes. Day use has been increasing.
New ORV trails should avoid possible access to the NCT when possible. (ORV use of the NCT has been minimal in recent years) Note ORV use
Parts of the North Country Trail can and should be available for multiple use as are parts of it now.
Road and trail maintenance and improvements
There is no Forest route sign at the entrance to the Carp River access site road, at the very location where travelers would expect to see it. Attached hereto are five photographs, showing that the only signage visible at the intersection is the stop sign.
East Lake Road needs better maintenance or blacktop. Route is a short cut and receives heavy use.
Improved parking is needed at the Niagara Escarpment on 3323, Dick Road North and South crossings.
Improve trailhead parking Castle Rock, Trout Brook Pond and M123.
3561 - Hogsback - East Branch floods in spring turns into the Arbutus. Affects snowmobile and OHV use. Limits access from Dick Rd.
Strongs 3142 - County is plowing too far south. Affecting snowmobile trail use on shoulder.
Specific road requests
Reconsider closing of the roads, trails, two tracks and paths in the Hiawatha National Forest Eastern Section, off Highway #123 between Eckerman and Paradise. The specific area is T.47N., R.6W., 19 sections # 30 & 31, closing #s 3689B, 3689C., 3322B., 3322C historically has been used by entire family.
The Forest Service should reconsider the existing configuration of areas that are allowable in the Forest between St. Ignace, Moran, Trout Lake, and Brevort areas.
Fisheries Division would prefer to see the following roads remain open because of their access to significant fisheries. The following roads lead to fisheries that are either stocked or have limited public access. East Zone Map # 1: #3211, #3199, and #3222
St. Martins Point
The idea of only having certain area trails open does not benefit the majority of property owners out in the platted St. Martins Point Subdivision.
Closing of the trails and roads in this area has not helped property values that feed taxes to support your department.
Should there ever be a natural disaster of some kind (fire, flood, snow drifting from the lake, etc.), the peninsula at this time has two ways on and off should the US Forest Service close the proposed "roads/trails" this would leave only one way out of either side of the peninsula potentially putting human life in danger.
Please consider opening trails on Saint Martins Point for ATV use in addition to the 1 trail now open between Search Bay and St. Martins Point.
The subject trail should be left open for public use of any kind (to include: ATV's, mountain bikes, hiking

and cross country skiing. The use of ATV's has caused a minimal amount of damage to the trail. It can then be used by children and the public instead of just along St. Martins Point Road which can be dangerous due to automobile traffic.

The campsites at Search Bay should be left open for public use. If funding is available it would be nice to have picnic tables and fire pits at each site. Most people are good about cleaning up and removing waste. Please don't let the actions of a few idiots ruin the fun for the public at such a nice location.

If maintenance of these roads is an issue, willing property owners on St. Martins Point would partner with the Forest Service to maintain these roads in a good useable condition. Please reconsider the closing of these roads.

The proposed plan appears to be well thought out and well laid out as well. We are asking for consideration of a proposed "partnership" that would be between landowners like ourselves on the federal Forest side of area 8.1. My lots are 105 and 106 near or at the beginning of 8.1 address N3807 - This was the original trail and property of Alton Mead who developed the road, our marina, and was instrumental in originating development of our beautiful point properties. We are asking only that the main road (trail) paralleling St. Martins Pt. Rd. be extended to the end of St. Martin Pt. Rd. This would allow access for ATV use only to property owners through the main gate to Search Bay as proposed, and in Area 8.1 only to the end of the trailhead and end of St. Martin Pt. Road's dead end. We would propose leaving the post and no ATV regulation to disallow "thru-traffic." Many of us are older and require ATV's to provide mobility to walkways for mushrooming and nature observation. You are welcome to access the trail through N3807 "my property" clearly blocked off by a 12-foot yellow gate. We would enjoy discussing and walking this proposed extension with you and invite alternatives if any are possible. Many of us would "partner" with your staff to maintain and help regulate violation of the laws through effective communication and nonconfrontational "informative education"

Re: Wolf - As you close off most human and motorized activity, the Forest will be an empty, quiet place - wolves have been observed here and more than once - an inevitable conflict between wolf pack and people will eventually happen - There are more than 100 homes and cottages along the WEST boundary. To set up this future conflict is irresponsible planning on the part of the Forest Service.