

Proposed Recreation Projects

The following recommendation has been developed by a diverse group of recreation stakeholders with a desire to develop sustainable recreation opportunities within the Trail (Sx^wuytn) Project planning area. Using a collaborative model this recommendation was generated through consensus. This group consists of representatives from the following recreation types:

- Snowmobilers
- OHV Riders
- Motorcycle Riders
- Mountain Bikers
- Back Country Horsemen
- Hikers
- Hunters
- Fisherman
- Kayakers

Recommendation Overview

The intent of this planning process is to develop a list of prioritized projects that is acceptable to a diverse group of stakeholders. These projects would be feasible and sustainable with commitments from stakeholders to help fund, implement and maintain the associated projects. Due to these criteria, not always did the project with the most support get the highest ranking. The following is the final list of recreation related projects that the subcommittee would like to submit to the Project Leadership Team for consideration and potential inclusion in the proposed action for the Trail (Sx^wuytn) Tribal Forest Protection Act NEPA review.

Ranked List

- 1) **Bead Lake Loop:** Bead Lake currently has a lake shore trail that starts at the South end of the lake and ends approximately halfway around the lake. This trail is currently open to multi-use non-motorized activities and has dispersed camping opportunities. This proposal recommends the extension of the trail to make a loop around the lake. This would require approximately 4 miles of trail construction. The Backcountry Horsemen, Washington Trails Association and Evergreen East Mountain Bike Alliance have committed to help with all stages of the development of this project.
- 2) **Bead Lake Loop Trailhead (North):** This additional trailhead would provide parking for motorized and non-motorized activities in the Beak Lake area. The Trailhead to the South of the lake gets lots of use and is often crowded. This new trailhead would accommodate large horse trailers and snowmobile trailers.

Off Highway Vehicle (OHV) Connectors: The group recommends opening the following roads to Off Highway Vehicle travel. The group also recommends better signage to help set the OHV user up for success. The Green Dot System seems to be working well on other portions of the National Forest and would be relatively inexpensive to implement.

Browns Lake/CCA Roads (opening these roads to OHV use creates a large loop and provides connectivity to open Forest Service Roads in Idaho. 3A-3D are considered one recommendation.

- 3a) **Cee Cee Ah – Browns Creek:** Connects the Browns Lake Road System with the CCA Road System through a series of Forest Service Roads.

3b) Cee Cee Ah Creek Road (NFS 1920): Currently open to highway legal vehicles only. This road would connect with the 1920306 road which is already open to all vehicles and to routes open on the Idaho Panhandle National Forest

3c) Browns Creek Road (NFS 1921): Currently open to highway legal vehicles only.

3d) Browns Lake Road (NFS 5030): Short segment, less than .5 miles from the junction of NFS 1921 (Browns Creek) to the junction of NFS 5080 (Shepherd). This road is currently open to highway legal vehicles only. If opened, this road would connect NFS 1921 to NFS 5080, which is already open to all vehicles. We recommend that signage be installed to notify users that the Browns Lake campground is closed to OHV use.

4) Mill Creek Road (NFS 1200): Currently open to highway legal vehicles only. If opened, this road would connect with the 1920306 road which is already open to all vehicles and to routes open on the Idaho Panhandle National Forest. Engineering assessment with mitigation measures were completed on 01-31-2019.

5) Cooks Lake Road (NFS 5015): Currently open to highway legal vehicles only. If opened, this road would connect to Bead Lake Road (County Road 3029) and Best Chance Road (County Road 3407). We would also recommend that Cooks Lake Campground be opened to OHV use.

6) Bead Lake Boat Launch Dock: By adding a small dock adjacent to the Bead Lake boat launch it will make launching a boat at Bead Lake much safer and feasible.

7) Geophysical – Indian Creek Connector: This short section (1/2 mile) of new trail would connect the geophysical recreation area with the Indian Creek Community Forest. This trail is restricted to non-motorized recreation.

8) Bead Lake Launch Parking Expansion: The current parking area at the Bead Lake Boat Launch is undersized and does not allow for Pickups to park with the boat trailer attached. This is a serious design flaw and would be resolved by the proposed expansion.

9) Mill Creek Parking Lot Expansion: The parking lot that is between Mill Creek Road and Loop Creek Road (adjacent to LeClerc Road North) currently only accommodates approximately 4 pickup trucks with attached trailers. Expanding this parking area would be relatively easy and should not have a significant cost.

10) Ridge Trail: The development of a trail along the watershed divide had broad support but due to the complexity of developing this trail it ranked lower than the other recommended projects. This trail has a long history of use and runs the entire length of Pend Oreille County (North to South). As of late it has suffered from lack of maintenance. Maintenance of this trail would hopefully spark a larger effort to rehabilitate the entire trail. For this project we would focus on the section of the Ridge Trail that runs from the trailhead just north of Bead Lake to the trailhead at North Baldy.

Signatory:

Bobby Whittaker (NEWFC-Recreation Liaison), Brian Samuelson (Evergreen East Project Manager), Norris D. Boyd (Grooming Committee, Winter Knights Snowmobile Club), Jim Hudkins (Northeast Chapter Back Country Horsemen), Tim Ibbetson & Bryan Ford (Selkirk Trailblazers), Merrill Ott (Tri-County Motorized Recreation Association), Mike Manus (Pend Oreille County Commissioner), Gina Claeys (Spokane Mountaineers).