



Rocky Mountain Region
Information and Education Strategy
For The
Prevention of Snowmobile Trespass
In Wilderness

Third Edition
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I. Problem Statement

The Wilderness Act of 1964 first created Congressionally designated wilderness. The Act stated that "In order to assure that an increasing population, accompanied by expanding settlement and growing mechanization, does not occupy and modify all areas within the United States ... it is hereby declared to be the policy of Congress to secure for the American people of present and future generations the benefits of an enduring resource of wilderness". The Act defined wilderness as having outstanding opportunities for solitude or a primitive and unconfined type of recreation. Within wilderness there was to be no use of motor vehicles, no motorized equipment and no other form of mechanical transport. Though almost 40 years have passed since the Act, snowmobile trespass into wilderness continues to occur. The extent of this trespass and its severity are variable throughout the Region.

As stated in a 1997 briefing paper for the National Recreation Directors Meeting, "Snowmobile trespass is generally viewed as a problem in specific areas rather than throughout the National Wilderness Preservation System. However some intrusions are occurring in nearly every wilderness having snow conditions suitable for snowmobiling. The problem is seen as significant in Regions 1 and 5 and in parts of Regions 2, 4, 6, and 9."

Why does trespass occur? Part of the answer lies in improved technology. Snowmobile power, dependability, and ability to travel unpacked snow have improved greatly over the years. Snowmobile operators' perceived safety margin has increased due to the proliferation of cellular phones and global positioning system receivers. Both of these factors encourage the snowmobile enthusiast to explore more remote and challenging terrain.

A second part of the answer is the increase in participation in the sport of snowmobiling. For example, the number of snowmobile registrations more than tripled between 1972 and 2003 in Colorado.

The final part of the answer is the increase in designated wilderness. From its small beginnings in 1964, the National Wilderness Preservation System has grown so that approximately 22% (one acre in five) of the National Forest System in Region 2 is now wilderness, including many of the most scenic lands, which are highly desired by a variety of users. As additional wilderness has been designated, the way boundaries were drawn sometimes increased the likelihood of trespass. Boundaries were drawn that parallel roads that are popular snowmobile routes or include "cherry stems" - narrow pieces of non-wilderness extending in towards a wilderness' center, usually a road corridor. These issues need to be considered in drawing any future wilderness boundaries.

For the future, we can expect at least modest growth to continue in the sport of snowmobiling. We can also expect snowmobile manufacturers to continue to perfect their products and to market them effectively. In short, we can expect the potential for snowmobile trespass in the wilderness to increase.

II. Current Situation

The problem of snowmobile trespass is significant in R2 and as noted previously, is expected to get worse, if not addressed. For example, during the 2001-2002 winter season, one unit in the Region documented almost 300 violations detected on just 19 patrol days along only a small portion of wilderness boundary. That averages almost 16 violations per day.

In general, there appears to be a lack of understanding of, and support for, wilderness within the snowmobile community. The problem of snowmobile trespass in wilderness is a multi-faceted one, involving both inadvertent and intentional trespass by both local and non-local users.

Inadvertent trespass occurs when the snowmobile operator does not know that snowmobile use is prohibited within wilderness, does not know that a particular area is designated wilderness, or can not identify the wilderness boundary in the field. To prevent inadvertent trespass, we must ensure that the rider knows these three things: 1) that snowmobile use is prohibited in wilderness; 2) what areas are designated wilderness; and 3) where the wilderness boundaries are located on the ground.

Intentional trespass occurs when the snowmobile operator knows that snowmobile use in wilderness is prohibited, knows that wilderness is being entered, and yet continues. For some there may be a basic disregard of authority. For others there may be a thrill associated with the action of flaunting the law and risking apprehension. For others the attraction of riding in what is a "forbidden fruit", an area of untracked snow, unseen beauty, and unconquered challenge may be too great to resist. Still others will see no harm in snowmobiling in wilderness for, as they may argue, there is no soil erosion, no vegetation trampling, no wildlife disturbance and no other recreationists around to be bothered. Finally, to some, the odds of being apprehended and the minimal penalty if they should ever be apprehended may be so small that they are of no deterrent. Within this group, gaining an understanding of the reason for the creation of wilderness and the reason for the exclusion of snowmobiles can reduce snowmobile trespass in wilderness. There will be some within this group, the true "bad apples", for whom the only way to obtain compliance will be apprehension and prosecution.

For both categories, we must consider how, or even if, our educational messages will reach them. For example, if we determine that our problem users are not from the local area, articles in the local newspaper or contacts with the local snowmobile club will not reach them. To effectively reach non-local users we must place our educational materials in locations where users visit, such as chamber of commerce information centers, snowmobile dealers, lodges, restaurants, etc. and present them through large-distribution media.

Patrols to prevent and detect snowmobile trespass in wilderness are expensive, requiring a sizeable equipment investment and appropriately trained personnel. The high cost of patrol can be a deterrent to its implementation. A wilderness manager faced with the need to conduct summer patrols when visitor use and encounters with the public are high may not be able to justify the high cost of winter patrol when visitor use and the number of encounters is lower. The inclusion of aerial reconnaissance in a patrol program is generally cost-prohibitive to use.

Currently, when snowmobile trespass in wilderness is observed, law enforcement personnel must either wait at the boundary for the violator to exit the wilderness before making contact or must receive authorization from the Regional Forester for motorized pursuit of the violator inside the wilderness. Regional policy is that routine motorized patrol within wilderness boundaries is not authorized. FSM 2326.1(5) provides for Regional Forester approval of motorized use within wilderness when an "essential activity is impossible to accomplish by non-motorized means because of such factors as time or season limitations, safety, or other material restriction". Recognizing that apprehending the violator in the act is important for future deterrence, the Regional Forester has committed to providing timely approval to telephone requests for this authority. The process for securing authorization, however, can be time consuming and may result in missed opportunities.

Prior to 1999, the Regional Forester was approached by the Forest Service law enforcement community seeking “blanket” authorization to use motorized equipment to pursue and apprehend violators within wilderness throughout the Region as a way of dealing with the growing problem. Recognizing that this might send the wrong message to the public and that such authorization may be appropriate only after all other reasonable measures have been tried and proved unsuccessful, he instead elected to implement “an aggressive two year I&E program in the region to increase public awareness of illegal wilderness motorized trespass and seek support from local communities and snowmobile users to conform with the law”, as stated in the Fiscal Year 1999 Region 2 Budget Direction. This resulted in the development and initial implementation of the **Rocky Mountain Region Information and Education Strategy For The Prevention of Snowmobile Trespass In Wilderness** in 1999. Units were directed to implement educational measures to address the problem. This Strategy was revised in 2000 and is further updated for 2004.

Some individual units have subsequently requested “blanket” authorization for motorized pursuit inside wilderness. While this may result in a greater incidence of apprehension and prosecution of violators than currently occurs, this strategy does have some potentially serious drawbacks. Besides not necessarily being consistent with the “minimum tool” approach to wilderness management, it puts the Forest Service in the position of appearing to set a bad example for the public. It risks confusing them about what wilderness is, why it is protected and how it is managed. It will result in more snowmobile tracks entering the wilderness, which may lead to even further trespass by riders following someone else’s tracks. With these drawbacks in mind, the Regional Forester has, to date, denied issuing such authorization unless the requesting unit has been able to document the scope of the problem, identify the educational efforts used to address it and show that these measures have been ineffective.

III. Current Direction

Snowmobile trespass in wilderness is one aspect of the “unmanaged recreation” problem which has been identified by Forest Service Chief Dale Bosworth as posing one of the four greatest threats to National Forests throughout the country. This Strategy represents one part of this Region’s effort to address that problem. It also continues Region 2’s general emphasis efforts begun in 1999 as part of the Wilderness Education Strategy.

Information and education remain the primary tools for dealing with snowmobile trespass. The Regional Forester has made it clear that employing educational measures must be the first avenue pursued in addressing this problem. Active patrol and law enforcement action should be a part of those measures. Educational efforts must be documented and their effectiveness monitored and reported in order to provide an accurate portrayal of the situation to the Regional Forester. These efforts, including signing, can be expected to be successful in preventing inadvertent trespass and should also help prevent intentional trespass. Seeking law enforcement authorization for motorized pursuit within wilderness is not an appropriate or acceptable first option for addressing the problem – we need to do our homework first.

IV. Implementation and Responsibilities

The successful implementation of this strategy must involve a combination of efforts on both the local, regional and national levels. These efforts should involve Public Affairs, Visitor Information and Law

Enforcement in addition to Recreation/Wilderness personnel. All units are encouraged to involve these specialists in developing and implementing specific strategies.

The Regional Office will provide general direction for this program, in the form of this Strategy and other documents, supply general message materials to field units, disseminate information to large-scale wide-distribution media and establish contacts with outside agencies and organizations. The RO will also ensure that the Washington Office is fully aware of and understands our Regional situation, our efforts to address it and that they can and should play a role in this effort as well. Specific RO responsibilities include:

- Continue distribution of the yellow snowmobile signs to field units. Units are asked to share their stocks as necessary. Additional printings of the sign will be coordinated through the RO
- Produce and distribute general wilderness/snowmobile message poster to field units for display at VIS centers, chamber of commerce information centers, snowmobile dealers, motels, restaurants, etc.
- Develop press releases for wide-distribution media.
- Contact state registration agencies in the Region to request they include wilderness information in annual registration information packets. Work with these agencies to develop appropriate materials.
- Contact state snowmobile associations and clubs in the Region to inform them of the problem of snowmobile trespass and FS efforts to address it. Seek their cooperation and assistance in communicating this to their organizations.
- Assist field units as needed.

Districts and Forests are responsible for implementing this strategy at the local level to accomplish appropriate items identified in Appendices. Items include, but are not limited to:

- Install yellow snowmobile signs in the field.
- Conduct education/enforcement patrols outside of wilderness boundaries.
- Display snowmobile/wilderness poster in VIS areas and other appropriate locations.
- Work with local snowmobile clubs, media, schools, businesses, etc. to present/display I&E messages.
- Develop/modify and utilize educational materials to address local situations.
- Integrate snowmobile patrol activity into Forest Law Enforcement Plan.
- Provide feedback to the RO to assist in the implementation and improvement of this program.
- Report on efforts and accomplishments.

V. Monitoring and Reporting

Field units are encouraged to monitor their local trespass situation and report on it to the Regional Wilderness Program Manager. Document the scope of the problem, efforts to prevent trespass, accomplishments and provide feedback to assist in the implementation and improvement of this program for the future. Supply samples of any educational materials developed so they may be shared with other units in the Region. An annual monitoring report form is included in **Appendix K**.

VI. Using the Appendix and Tool Kit

Attached to this strategy are the following **Appendices**:

- A. **Excerpts from the Wilderness Act of 1964** - information relating to the legal basis for prohibiting snowmobiles in wilderness.
- B. **Selected References from the Code of Federal Regulations** - information relating to the legal basis for prohibiting snowmobiles in wilderness.
- C. **Selected References from Forest Service Manual 2320** – information relating to the agency-wide wilderness management objective and policy, including conditions under which motorized use within wilderness may be approved.
- D. **Patrol Ideas** - for planning effective and efficient patrols.
- E. **Potential Cooperators/Contacts for Reaching Local Users** - for reaching users with education efforts. Also serves as checklist for keeping track of accomplishments for annual monitoring report purposes.
- F. **Potential Cooperators/Contacts for Reaching Non-local Users** - for reaching users with education efforts. Also serves as checklist for keeping track of accomplishments for annual monitoring report purposes.
- G. **In-house I&E Ideas** - for educating Forest Service employees about this problem.
- H. **Suggested Actions for Dealing With Intentional Trespass**
- I. **Tool and Techniques - Law Enforcement and the “Authority Of The Resource”**
- J. **What Harm Is There in Operating My Snowmobile in Wilderness?** - for helping explain the problems of snowmobiles in wilderness.
- K. **Why is Wilderness Closed to Motorized and Mechanical Travel?** - for helping explain the problems of snowmobiles in wilderness.
- L. **State Registration Agencies, State Snowmobile Associations and Snowmobile Clubs**
- M. **Annual Monitoring Report** – submit annually to document the local situation and what has been done, etc.

The **Tool Kit** contains a variety of samples of educational materials that field units have produced for their local areas, general reference materials and other aids. An electronic version of the Tool Kit (FS personnel only) contains electronic versions of some of these materials for use and which may be modified to fit local needs.

Wilderness Act of 1964 Excerpts

Section 2. Statement of Policy

(a) In order to assure that an increasing population, accompanied by expanding settlement and growing mechanization, does not occupy and modify all areas within the United States and its possessions, leaving no lands designated for preservation and protection in their natural condition, it is hereby declared to be the policy of the Congress to secure for the American people of present and future generations the benefits of an enduring resource of wilderness...and these shall be administered for the use and enjoyment of the American people in such a manner as will leave them unimpaired for future use and enjoyment as wilderness, and so as to provide for the protection of these areas, the preservation of wilderness character, and for the gathering and dissemination of information regarding their use and enjoyment as wilderness;

Definition of Wilderness

(c) A wilderness, in contrast with those areas where man and his own works dominate the landscape, is hereby recognized as an area where the earth and community of life are untrammeled by man, where man himself is a visitor who does not remain. An area of wilderness is further defined to mean in this Act an area of undeveloped Federal land retaining its primeval character and influence, without permanent improvements or human habitation, which is protected and managed so as to preserve its natural conditions and which (1) generally appears to have been affected primarily by the forces of nature, with the imprint of man's work substantially unnoticeable; (2) has outstanding opportunities for the solitude or a primitive and unconfined type of recreation.

Section 4. Use of Wilderness Areas

Prohibition of Certain Uses

(c) Except as specifically provided for in this Act, and subject to existing private rights, there shall be no commercial enterprise and no permanent road within any wilderness area designated by this Act and, ...there shall be no temporary road, no use of motor vehicles, motorized equipment or motorboats, no landing of aircraft, no other forms of mechanical transport, and no structure or installation within any such area.

Code of Federal Regulations Selected References

36CFR 293.6 Commercial enterprises, roads, motor vehicles, motorized equipment, motorboats, aircraft, aircraft landing facilities, airdrops, structures and cutting of trees.

Except as provided in the Wilderness Act, subsequent legislation establishing a particular Wilderness unit, or §§294.2(b), 294.2(c), and 294.2(e), paragraphs (c) and (d) of this section, and §§ 293.7, 293.8, and 293.12 through 293.16, inclusive, and subject to existing rights, there shall be in National Forest Wilderness no commercial enterprises; no temporary or permanent roads; no aircraft landing strips; no heliports or helispots, no use of motor vehicles, motorized equipment, motorized boats, or other forms of mechanical transport; no landing of aircraft; no dropping of materials, supplies, or persons from aircraft; no structures or installations; and no cutting of trees for non-wilderness purposes.

(a) *Mechanical Transport*, as herein used, shall include any contrivance, which travels over ground, snow, or water on wheels, tracks, skids, or by floatation and is propelled by a nonliving power source contained or carried on or within such a device.

(b) *Motorized Equipment*, as herein used, shall include any machine activated by a nonliving power source, except that small battery-powered, hand-carried devices such as flashlights, shavers, and Geiger counters are not classed as motorized equipment.

36CFR 261.16 The following are prohibited in a National Forest Wilderness:

(a) Possessing or using a motor vehicle, motorboat, or motorized equipment except as authorized by Federal Law or regulation.

(b) Possessing or using a hang glider or bicycle.

(c) Landing of aircraft, or dropping or picking up of any materials, supplies, or person by means of aircraft, including a helicopter.

Forest Service Manual 2320 Selected References**2320.2 - Objectives**

1. Maintain and perpetuate the enduring resource of wilderness as one of the multiple uses of National Forest System land.
2. Maintain wilderness in such a manner that ecosystems are unaffected by human manipulation and influences so that plants and animals develop and respond to natural forces.
3. Minimize the impact of those kinds of uses and activities generally prohibited by the Wilderness Act, but specifically excepted by the Act or subsequent legislation.
4. Protect and perpetuate wilderness character and public values including, but not limited to, opportunities for scientific study, education, solitude, physical and mental challenge and stimulation, inspiration, and primitive recreation experiences.
5. Gather information and carry out research in a manner compatible with preserving the wilderness environment to increase understanding of wilderness ecology, wilderness uses, management opportunities, and visitor behavior.

2320.3 - Policy

1. Where there are alternatives among management decisions, wilderness values shall dominate over all other considerations except where limited by the Wilderness Act, subsequent legislation, or regulations.
2. Manage the use of other resources in wilderness in a manner compatible with wilderness resource management objectives.
3. In wildernesses where the establishing legislation permits resource uses and activities that are nonconforming exceptions to the definition of wilderness as described in the Wilderness Act, manage these nonconforming uses and activities in such a manner as to minimize their effect on the wilderness resource.
4. Cease uses and activities and remove existing structures not essential to the administration, protection, or management of wilderness for wilderness purposes or not provided for in the establishing legislation.
5. Because wilderness does not exist in a vacuum, consider activities on both sides of wilderness boundaries during planning and articulate management goals and the blending of diverse resources in forest plans. Do not maintain buffer strips of undeveloped wildland to provide an informal extension of wilderness. Do not maintain internal buffer zones that degrade wilderness values. Use the Recreation Opportunity Spectrum (FSM 2310) as a tool to plan adjacent land management.

6. Manage each wilderness as a total unit and coordinate management direction when they cross other administrative boundaries.
7. Use interdisciplinary skills in planning for wilderness use and administration.
8. Gather necessary information and carry out research programs in a manner that is compatible with the preservation of the wilderness environment.
9. Whenever and wherever possible, acquire non-Federal lands located within wildernesses, as well as non-Federal lands within those areas recommended for inclusion in the system.
10. Inform wilderness visitors that they face inherent risks of adverse weather conditions, isolation, physical hazards, and lack of rapid communications, and that search and rescue may not be as rapid as expected in an urban setting in all publications and personal contacts.
11. Manage primitive areas as wilderness areas consistent with 36 CFR 293.17 until their designation as wilderness or to other use is determined by Congress.

2326.1 - Conditions Under Which Use May Be Approved.

Allow the use of motorized equipment or mechanical transport only for:

1. Emergencies where the situation involves an inescapable urgency and temporary need for speed beyond that available by primitive means. Categories include fire suppression, health and safety, law enforcement involving serious crime or fugitive pursuit, removal of deceased persons, and aircraft accident investigations.
2. Aircraft or motorboat use established before the area was designated as wilderness by the Act of 1964 or subsequent wilderness legislation.
3. Exploration and development of valid existing mineral rights (FSM 2323.7).
4. Access to surrounded State and private lands and valid occupancies (FSM 2326.13).
5. To meet minimum needs for protection and administration of the area as wilderness, only as follows:
 - a. A delivery or application problem necessary to meet wilderness objectives cannot be resolved within reason through the use of non-motorized methods.
 - b. An essential activity is impossible to accomplish by non-motorized means because of such factors as time or season limitations, safety, or other material restrictions.
 - c. A necessary and continuing program was established around the use of motorized equipment before the unit became a part of the National Wilderness Preservation System, and the continued use of motorized equipment is essential to continuation of the program.
 - d. Removal of aircraft wreckage when non-motorized methods are unsuitable.

Specify, for each wilderness, the places and circumstances in which motorized equipment, mechanical transport, or aircraft are necessary for protection and administration of the wilderness and its resources in the forest plan.

The Line Officer approving the use of motorized equipment, aircraft, or mechanical transport shall specify what uses of that equipment are suitable and will have the least lasting impact to the wilderness resource. Schedule use of this equipment to minimize impact on wilderness visitors.

Patrol Ideas**Reasons to Patrol**

- Install/monitor/maintain signing.
- Monitor use levels.
- Detect trespass.
- Prevent trespass - keep the honest riders honest and deter the dishonest ones.
- Apprehend the violators.
- Demonstrate problems to superiors.
- Accomplish in conjunction with other resource work.

Planning

- Decide why you are going.
- Identify frequent violation hot spots.
- Identify time periods of maximum use and/or greater incidence of problems.
- Minimize cost and maximize effectiveness by prioritizing patrols to cover hot spots and problem periods.
- Coordinate patrols with Law Enforcement Officers (LEO's) and/or other resource specialists.
- Plan an undercover patrol not using a green fleet vehicle at the trailhead.
- Utilize aerial patrols when appropriate - specific problem areas or periods, patrol large areas or multiple areas, in conjunction with ground personnel, etc. Coordinate arrangements for air resources through RO.
- Coordinate with other agencies, such as state wildlife departments who conduct aerial game counts. They may be able to monitor/report snowmobile use in wilderness areas for you or possibly include you in their operations (**Note:** aircraft/pilot certification requirements apply).
- Answer the following questions: Are there multiple ways for a snowmobile to leave the area or must the snowmobile follow its tracks back out? Can a snowmobile enter the wilderness from a direction that you can't, such as across private land? Can a snowmobile enter the wilderness from land over which we do not have jurisdiction, such as BLM, NPS, FWS, State, or other government? Plan accordingly.

Schedule At Least Two People per Patrol

- As a minimum, one person needs to be a Forest Protection Officer (FPO).
- Combine Recreation/Wilderness Staff FPO's with other resource staff such as timber, lands, wildlife. Combine patrols with opportunities to do other resource work.
- Involve your Ranger or Forest Supervisor in patrols so they can see the problems firsthand.
- Involve VIS personnel in patrols.
- Involve LEO's in patrols.
- Consider Single Unit Management - coordinate patrols/do in conjunction with adjoining Districts/Forests.
- Patrol with BLM, NPS, or FWS employees, especially if trespass comes into wilderness from their jurisdictions.
- Involve state wildlife officers.
- Involve personnel from the state agency responsible for enforcing snowmobile registration laws.

- Involve officials or members of local snowmobile clubs.
- Involve retired Forest Service personnel in patrols. They may have a wealth of valuable information.

Post-Patrol Actions

- Document where you went, what you saw and what you did.
- Complete violation notices and incident reports as needed. Document all violations.
- Publicize patrol efforts, prosecution of violators and other law enforcement successes.
- Make sure that people outside the agency know that you patrol.
- Let people assume that you routinely use aerial patrol.
- Say “Thank you” to those who helped. Offer to reciprocate.

Potential Cooperators/Contacts For Reaching Local Users**Local Snowmobile Club**

- Establish contact with club officers.
- Attend club meetings. Participate in club rides and special events.
- Make presentations at club meetings using Tread Lightly, avalanche safety, winter survival, and Leave No Trace as a topic and incorporate wilderness ethics into you presentation.
- Make sure that club members are aware of wilderness locations and prohibitions.
- Get snowmobile/wilderness messages included in club newsletters.
- Involve club officials in patrols so they can see the problems firsthand.
- Utilize peer pressure from club members to discourage others from trespassing into wilderness.
- Use club grooming permits as a mechanism to facilitate trailhead signing and posting wilderness boundaries.
- Cooperate with them to secure grooming funds, grants for signing, etc.
- Select trails for grooming that provide alternatives to wilderness and do not encourage or aggravate wilderness trespass, if possible.
- Find out from the club where your non-local users come from.
- Utilize the club to network your information to other clubs outside the local area.

Local Television and Radio

- Appear on a live program.
- Tape an interview.
- Go to the field for your taped interview.
- Coordinate with your Public Affairs Specialist.
- Coordinate with your LEO or Special Agent.
- Present on Tread Lightly, avalanche safety, winter survival and Leave No Trace and incorporate wilderness ethics into the presentation.
- Describe a particularly troublesome hot spot.
- Publicize that we patrol.
- Publicize patrol efforts, prosecution of violators and other law enforcement successes.
- Publicize activities with local snowmobile club.
- Invite the snowmobile club to participate in the interview.
- Submit a public service announcement to the station for them to broadcast repeatedly.

Public Schools

- Present program to schoolchildren on Tread Lightly, avalanche safety, winter survival and Leave No Trace and incorporate wilderness ethics into the presentation. Make use of **The Wilderness and Land Ethic Curriculum** from the Arthur Carhart National Wilderness Training Center in developing lesson plans.
- Distribute brochures and flyers.
- Encourage students to share the information with their parents.

Snowmobile Dealers/Repair Shops

- Display poster or other signs at their business.

- Use them as an outlet for FS maps and brochures.
- Be sure they know that we patrol.

Local Newspapers

- Coordinate with your Public Affairs Specialist.
- Prepare and distribute press releases.
- Take a reporter out to see the problems firsthand.
- Get the paper to write a feature article on the issue or write one yourself.
- Get the paper to write an article about your local snowmobile club.
- Utilize peer pressure by getting the local snowmobile club to write an article or press release.
- Write a weekly column on Tread Lightly, avalanche safety, wilderness survival, Leave No Trace, and incorporate wilderness ethics.
- Publicize patrol efforts, prosecution of violators and other law enforcement successes.

Other

- **www.sledcity.com** - This website provides a variety of online information relating to snowmobile use and includes links to state snowmobile associations, state parks departments (snowmobile registration, etc.) and other entities. It contains maps and trail information. The webmaster has proved to be easy to work with and some field units have had good luck working with them to add local wilderness information to the site or to correct and update existing information. The Regional Wilderness Program Manager will contact them to include a general wilderness message on the site. Field units are encouraged to work with the webmaster on local information needs. Local and non-local snowmobilers make extensive use of the site – recently, the site was receiving over 20,000 hits per month for Colorado alone! Growth in the sport of snowmobiling and an increase in the use of online resources has probably led to an increase in the use of this site as well.
- **Other web resources** – commercial sites such as **blackhillssnowmobiling.com**, **snowest.com**, etc. may offer similar opportunities to get our messages out to the public.
- **International Snowmobile Safety Week** – Plan and conduct activities to coincide with International Snowmobile Safety Week, January 11 – 17, 2004.

Potential Cooperators/Contacts For Reaching Non-Local Users**State Registration Agencies**

- Contact agency responsible for snowmobile registration in each of the states in R2. Request their assistance and work with them to include our wilderness/snowmobile message in their mailings of annual registration information.
- Display poster or other signs at drop-in registration facilities.

Snowmobile Associations/Clubs

- Inform the state snowmobile association in each state in R2 of our efforts. Request their assistance and work with them to communicate our wilderness/snowmobile message to their organization.
- Work with the state association to get articles with a snowmobile/wilderness message included in their state-wide publications. Generally, these efforts need to be undertaken/coordinated at the SO/RO level.
- Inform snowmobile clubs statewide in each state in R2 of our efforts. Request their assistance and work with them to communicate our wilderness/snowmobile message to their members.

In addition, many of the ideas for reaching local users through local club-related activities (Appendix E) will also serve to reach non-local users too.

Media

Utilize many of the same suggestions as identified for reaching local users via mass media but applied on a larger scale, for example articles/press releases for newspapers with large/state-wide distribution (papers in Denver, Colorado Springs, Pueblo, Grand Junction, Cheyenne, Laramie, Casper, Rapid City, etc.) or stories for television stations. Additionally, target popular snowmobile magazines with regional or national (and even international) circulation. Generally, these types of efforts need to be undertaken or coordinated at the SO, RO or even WO level.

Chamber of Commerce Information Centers

- Display poster or other signs at their office.
- Include your snowmobile message in their mailings.
- Get them to include a wilderness/snowmobile message in their own literature.
- Use them as an outlet for FS maps and brochures.
- Find out from them where the non-local users come from.
- Use this information to plan contacts with non-local media and clubs.

Snowmobile Dealers/Repair Shops and Rental Agents

- Display poster or other signs at their business.
- Use them as an outlet for FS maps and brochures.
- Encourage them to communicate information on snowmobile areas, closures, etc. to their clients.
- Be sure they know that we patrol.

Snowmobile Outfitter/Guides

- Display poster or other signs where they greet their clients.

- Use them as an outlet for FS maps and brochures.
- Meet with them personally to explain why snowmobiles are not allowed in wilderness.
- Use them to spread this message to their clients.
- Inspect their operation and get the message to their clients all at one time by riding with them during a guided trip.
- Enlist their aid in posting trailhead and wilderness boundary signs.
- Be sure they know that we patrol.
- Use them as eyes and ears to report trespass and to monitor signing.

Lodges, Motels, Restaurant and other appropriate Local Businesses

- Display poster or other signs in the lobby.
- Use them as an outlet for FS maps and brochures.
- Meet with them personally to explain why snowmobiles are not allowed in wilderness.
- Use them to spread this message to their clients.
- Provide them with place mats that show a snowmobile message.

Other

See information in Appendix E.

Ideas For In-house I&E

- Put a snowmobile/wilderness message on your Internet site.
- Put a snowmobile/wilderness message on your Intranet site.
- Display the snowmobile poster in your reception area.
- Ensure that Visitor Information Services (VIS) personnel know wilderness prohibitions.
- Let VIS personnel know how to explain why snowmobiles are prohibited in wilderness using "The Authority of the Resource" (Appendix I).
- Insure that VIS personnel have current maps, brochures, and information.
- Involve your Ranger/Forest Supervisor, Forest Recreation Staff, VIS personnel, etc. in patrols so they can see the problems firsthand.
- Include appropriate information in mailings responding to requests for information.
- Insure that your interpretive association is aware of the snowmobile trespass in wilderness issue.
- Circulate copies of press releases or newspaper articles in your office. Share them with other offices.
- Discuss the topic at an employee meeting.
- Ensure our own employees understand "The Authority of the Resource" (Appendix I) and the rationale for excluding snowmobiles from wilderness.

Suggested Actions for Dealing With Intentional Trespass

- Extensive education efforts, emphasizing "The Authority of the Resource" (Appendix I), explaining why snowmobiles are not allowed in wilderness.
- Implement intensive prevention, detection and enforcement patrols.
- Ensure boundaries are adequately signed. In addition to helping to keep the honest riders honest, having good signing permits writing violation notices that are easily defensible in court.
- Issue Mandatory Appearance citations rather than Collateral Forfeiture citations. This allows the magistrate to set penalties up to the maximum of a \$5000 fine and 6 months in jail and allows the Forest Service to ask for restitution. Go into court adequately prepared to demonstrate that the violation was willful, intentional, deliberate, and blatant or not this individual's first offense.
- Conduct undercover patrols.
- Utilize aerial patrols, especially in conjunction with law enforcement personnel in the field.
- Impound/seize violators' snowmobiles and related items, as provided for by law and direction.¹
- Ensure that it is widely known that wilderness area boundaries are patrolled and that violators will be prosecuted. Generate extensive and widespread publicity about patrol efforts and all successful prosecutions of violators. Publicize the names of individuals whose cases have been successfully concluded and state where they are from. Word will get out quickly within the snowmobile community.
- Utilize peer pressure from local clubs, dealers, and other individuals towards intentional violators to emphasize that "a few bad apples" are hurting the appropriate and legal use of National Forest lands outside of wilderness.
- Work with local magistrates to increase penalties for violations and/or allow for "pay on the spot" bonds.^{1,2}

1. The current low fines may be of very little deterrent value for many violators but there are some potential officer safety issues relating to higher penalties, "pay on the spot" bonds and impounding/seizing property that need to be considered, especially in situations involving unarmed FPO's in remote locations.
2. In the area around Cooke City, MT, the Forest Service worked with the local magistrate to permit the collection of a \$500 bond in the field when a citation is issued. The citation is for a mandatory appearance that is held the next day. If the cited individual cannot or will not provide the \$500 bond, the FPO involved must get assistance from law enforcement personnel. This scenario requires a cooperative magistrate and the ability to conduct the mandatory appearance the next day.

Tool and Techniques - Law Enforcement and the "Authority Of The Resource"

by Dr. George N. Wallace, Assistant Professor of Recreation Resources
and Landscape Architecture, Colorado State University

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According to Webster, "authority" means "the power to influence or command thought, opinion or behavior." Wild nature can be said to have its own authority. Nature has her own rules, operates in certain ways, and has certain laws; there are consequences when we violate that order. Wilderness areas are among the few places on earth where we have agreed to allow nature, for the most part, to operate on her own terms. Desirable behavior is more likely to occur if people understand how their actions affect the way nature operates.

Much of the undesirable behavior which managers must deal with in the Wilderness is behavior that disrupts the natural order or the ability of others to experience wild nature. All too often in dealing with visitors who are causing some sort of impact to soil, vegetation, water quality, wildlife or the experience of others, we tend to focus on the authority of the agency. By this we mean the visitor ends up thinking about laws, regulations, badges, and the ranger's presence rather than focusing on the natural authority inherent in the requirements of a healthy ecosystem.

The "Authority of the Resource Technique" (ART) attempts to compensate for this tendency. It transfers the authority (or that which asks a person to think or behave in a certain way) from the manager ranger or agency, to those things in nature (resources) that have their own requirements. Where Hammit and Cole (1987) and Hendee et al. (1990) have rightly emphasized the need to explain the reasons for Wilderness regulations and the expected behavior, the AR technique goes one step further and asks the ranger/manager to subtly de-emphasize the regulation and transfer part of the expectation back to the visitor by interpreting nature's requirements.

Compare the two styles of addressing visitors whose dog is running free in a Wilderness area which requires dogs to be on a leash. The ranger/manager approaches the visitors and their dog on the trail.

Authority of the Agency

Ranger: Hello, my name is Jack Russell and I'm a ranger with the Rio Blanco District (pause or small talk). I'm going to have to ask you folks to keep your dog on a leash. We have a regulation that all dogs are to be kept on a leash unless you are in camp and the dog can be controlled.

Visitors: That dog has to be on a leash all the time in town. You would think that up here where he can't hurt anything, that it wouldn't matter. Besides, he doesn't range very far unless he's on to a rabbit or something. (Chuckle)

Ranger: Well, your dog may be well behaved but many aren't, and I have to enforce the regulation that says dogs must be on a leash for everyone. This is just a warning notice, but if

the dog is seen running again, I will be forced to give you a citation. The fine would be \$25. Do you have any questions, or is there anything I can help you with?

Visitor: No, I don't believe so.

Ranger: Well, I won't bother you anymore. You folks have a nice day.

Authority of the Resource

Ranger: Hello. How are you today? I'm Jack Russell, the backcountry ranger in this unit. (Uniform, name plate and shoulder patch can speak for themselves, or the agency can be identified.)

Visitors: Fine, thanks.

Ranger: (After some more ice breakers) I noticed earlier that there was a dog running free in the aspen stands where the trail crosses that saddle (turns and looks at the aspen in the distant saddle).

Visitor: Yeah, that was probably Rocco here (gestures at the dog).

Ranger: Well, this is the time of year when the mule deer are dropping their fawns, (points at the bench above the saddle where he has seen several fawns) and they are very vulnerable to disturbance. We have found that dogs that are running free often put a lot of stress on the does and their fawns. This is just one of several reasons for the regulations that asks visitors to keep their dogs on a leash (if the regulation clearly exists): or, we would feel better if folks could keep their dogs on a leash unless they are in camp and the dogs stay in camp with them.

Visitors: OK, thanks for the reminder.

Ranger: That's quite alright. He is a nice looking dog. Is he full-blooded Australian? (Return to small talk or questions the visitors might have.)

I had the privilege of working periodically over several years with David Hawkins, former Director of the Mountain View Center for Environmental Education in Boulder, Colorado. As we trained teachers, we listened, watched, and analyzed the language and actions that teachers used. Hawkins and his associate Marie Hughes taught me to look and see if teachers and pupils appeared to be "face to face" or "shoulder to shoulder" as they talked or worked. They maintained that in every face to face relationship there exists a certain amount of tension. If, on the other hand, both people turn and share an interest in something in the world around them, and their attentions are focused on this third thing (deer, aspen, saddles, or the special qualities possessed by an Australian Shepherd), the relationship is more authentic and less threatening to the person who may know less. He felt that it was possible to teach - in this case, without the coercion of authority - that the authority lay in the "stuff" which both people found interesting.

Perhaps the original inspiration for developing this concept comes from Freeman Tilden as well as philosopher Martin Buber. In his book *I and Thou*, Buber also describes how concern or care for the progress or development of another person (much as a ranger hopes that Wilderness visitors will move to higher levels of respect for Wilderness resources) often best occurs during mutual and reciprocal interaction with some interesting phenomenon in the world rather than by directly confronting the person. Tilden's (1957) first principle of interpretation seems based on this as well.

Before we get too far into the wild reaches of philosophy, let's try another example of a manager/ranger who is dealing with an undesirable behavior but using only the Authority of the Resource Technique this time. In this case, our backcountry ranger notices a group of backpackers washing dishes in the inlet of a small mountain lake. After opening conversation the ranger brings up the issue with the goal of influencing future behavior rather than writing a citation:

Ranger: We have noticed that on several occasions lately, people have washed or bathed directly in the stream or the lake. Researchers tell us that even small amounts of nutrients, like those found in most soaps, are enough to change the growth of aquatic plants. Normally, in these high lakes, there aren't many nutrients to begin with (squats looking into the water, possibly picking up some rocks or plants from the bottom). Once the number of water plants increases above normal, lakes like this may experience changes in temperature, clarity, and the amount of oxygen available. Then, other organisms that live here now begin to change as well. We would like to keep these lakes crystal clear, cold, and as natural as possible, so we are asking campers to carry water for washing, bathing, or packstock back to camp. Also, by pouring leftover water on the vegetation near camp, it is possible to help it recover a bit.

Once again, the ranger in our hypothetical example has shifted the focus away from himself as an authority figure representing the agency and focused the visitor's attention on the resource. He has used the undesirable behavior - washing dishes in the lake inlet - to create an opportunity to talk about water quality, the nutrient cycle and the changes that can be set in motion by a series of seemingly innocent acts. Washing dishes in an inlet is something that many people would not consider harmful. If so, it may be an example of willful noncompliance. The ranger can change that by revealing the authority of the resource. The best reason for not washing dishes in the lake is not because there is a regulation on the back of the map or a ranger that asks you not to. Ideally, once the visitors understand how the lake and stream function and might be affected by their actions, they respect the integrity of those systems and act accordingly. Tilden speaks to this issue of presenting the "whole picture" in his fifth principle of interpretation. Concepts that unify the workings of nature and our bonds with the natural world are those that reveal the authority of the resource.

Another aim of the ART is to remove the tension that often occurs when teacher and pupil or land manager and land user are face to face - one supposedly knowing more than the other. Like Tilden, we wish to get past "instruction" to that which he chooses to call, in his fourth principle, the "provocative." It is especially appropriate for use with wildland visitors that are causing natural resource or social impacts that they may not be fully aware of.

The ART message in each case can be viewed as systematic. It has several sequential parts that can be described and later practiced.

Step 1. Give An Objective Description of the Situation;

After opening conversation, the manager or ranger simply makes an objective statement about the visitor's actions as they were observed. Any reference to the agency, the regulations, or the visitor as violator is to be avoided at this point. Example:

Ranger: I noticed that there was a salt block left near the campsite at Darby's Meadow.

It is important to avoid value laden terms. Phrases like "you really shouldn't," "Don't you know that it is harmful to . . .," or "it's against Regulation 32(a), under the . . .," don't need to be used.

In fact, the above statement is made without attributing the act directly to the party in question even if it is highly likely that they did leave the salt. This is done for two reasons. First, someone else could have left it behind. Since a backcountry manager cannot and should not attempt to keep track of all the details of any group's actions, there is often some question as to exactly what happened. Secondly, it is a matter of diplomacy and tact to avoid the implication. Languages like French and Spanish, for example, hardly ever choose to assign blame to an individual choosing rather to use reflexive verbs that say "it left itself" (was left), "it broke itself on you" (was broken), etc. We are doing the same here and at no loss to the message.

Step 2. Explain the Implications of the Action or Situation that was Observed;

It is here that the manager/ranger attempts to reveal the authority of the resource or interpret what will happen in nature if the action is continued. This may also be thought of as including social impacts or what will happen to the interaction that others are having with nature if the action continues.

Ranger: In places where salt has been left behind in the past (ranger turns toward the area in question), deer and elk return repeatedly to the site, and it begins to look like any artificial salt lick, compacted and denuded of vegetation. They continue to paw at the ground afterwards, which is their habit at naturally occurring salt licks. It also tends to sterilize the soil in the immediate area. Other visitors frequently complain about finding these sites in a Wilderness area.

Once again, the most important implications of leaving salt behind are not that it is against the regulations or that the outfitter's special use permit may be put in jeopardy (authority of the agency). The implications are that it is an unnatural occurrence which can cause impacts. The "authority" lies in the behavior of elk and the nature of soil organisms, or what happens to soil macropores, roots, water infiltration, or the recovery period when a site is compacted. This part of the message should be interesting. The ranger/manager should demonstrate interest in the topic rather than impatience with the offender. It is an opportunity to employ the art of interpretation and help people see the subtle workings of all things wild or, as Holmes Rolston puts it, "to let them in on nature's show." Instead of threatening the individual "face to face" with your power to constrain or alter their activities, you help them, "shoulder to shoulder," acquire new knowledge. Lawrence Kohlberg (1974) suggests that this approach allows the offender to self-test their existing values or attitudes and to move them to a higher level of principled thinking.

Wilderness users typically have high levels of education and assign a high value to Wilderness (Hendee et al. 1990, pp. 1568). In keeping with these facts, the ART always uses the positive expectation which assumes that once the person understands what is happening in nature, or in the Wilderness experience of others, that they will want to stop what is recognized as undesirable behavior. This brings us to the last step.

Step 3. Tell Them How You Feel About It and What Can (Should) Be Done to Improve the Situation;

When the person using the Authority of the Resource Technique is both interested in and concerned about what is happening, it is acceptable to state how you feel about the implications or probable results of the undesirable behavior. Since you are wearing the agency's uniform, the visitor can assume that what you say is also a statement of how the agency feels and what actions are desirable in the agency's eyes.

Ranger: I'd (we'd) feel a lot better if the deer, elk, and animals did not become accustomed to man's salt in the Wilderness. We are (or 'the agency is') asking all packstock users to place their salt on a board, log, or other surface that keeps it off the ground when it is offered to packstock, and to be sure and carry all salt out with them when they break camp.

Bolton (1979) describes communication techniques, like "I messages" which are similar to the AR Technique. Authors of such techniques tell us that once a nonthreatening ("shoulder to shoulder") atmosphere has been established, it is natural and effective to include a more personalized expression of concern like that which is seen in the first sentence of the statement above. Each person, however, who deals with undesirable behavior in the field must use their own judgment in deciding how to express the right mixture of their own feelings, the agency's position, and the position of others who may be concerned (fish and game or other wildlife officers may also be concerned about abandoned salt blocks).

The manager or ranger must make a decision in this third part of the message whether or not it is necessary to cite the regulation per se. This can be debated and depends on several things. The National Park Service is fairly consistent in its use of certain regulations. In other agencies, there are still a great many inconsistencies in where, how, and if regulations are used. This may always be the case since there is great diversity in size, location, and management needs between units in the National Wilderness Preservation system. Many times a ranger will see undesirable behavior that is not specifically covered by a regulation (type of fuelwood being burned, hunters who leave flagging behind, locations that are more appropriate for picketing horses, etc.). Managers may still wish personnel to make contacts and use techniques similar to the ART even if specific regulations do not exist. In fact, Wilderness management guidelines ask us to minimize regulations in the Wilderness.

Finally, it is important to qualify all of the preceding. Although by their very nature, Wilderness and backcountry areas are the most logical places to try a technique like this, the ART may not always work or be appropriate. There are times when the manager must move to other, more traditional levels of law enforcement. It may be necessary to use more of the "authority of the agency." Although an ART approach will probably work for most Wilderness users who, studies show, are well educated and supportive of the Wilderness concept, there will be a small percentage of violators who exhibit undesirable behavior that is clearly illegal (poachers, marijuana growers, motorized entry, etc.) Cases that clearly involve more than unavoidable, uninformed, unskilled, or even careless behavior may require that those techniques which emphasize enforcement over education or interpretation be taught to most commissioned law enforcement officers. Also, if management problems are not sufficiently reduced, after a period of using an ART-type approach with the majority of visitors, it may be necessary to create or emphasize existing regulations and enforce them to a greater degree.

It is good, however, to expect the best of people when we can. Combining interpretation with law enforcement to reveal the authority of the resource, seems to be a good place to start. We hope for longterm changes in peoples' respect for nature in general and an intrinsically motivated stewardship of the Wilderness in particular. Such changes are likely to last longer when we help people to test their own beliefs and values and arrive at a more principled Wilderness ethic of their own accord.

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What Harm Is There In Operating My Snowmobile In Wilderness?

The Situation: A Wilderness Ranger is on snowmobile patrol and meets a snowmobiler not yet in the wilderness but up high on the mountain and really tempted to cross the boundary. The snowmobiler voices his opinion about snowmobiles not causing any impact so why shouldn't they be allowed in wilderness. The Ranger could say "Because its the law!" or it could go like this:

The Snowmobiler: "What harm is there in operating my snowmobile in wilderness? It's less impact than a horse. There's no horse crap on the trail and no damage to the trail surface. Not only doesn't a snowmobile damage vegetation it doesn't eat any either. All I leave is tracks on the snow and by the time that melts you'll never know that I was here."

The Wilderness Ranger: "You know, what you say is true. A snowmobile puts very little pressure on the surface of the ground and so long as there is complete snow cover it does not cause soil compaction or erosion. It's mostly at the start of the snowmobile season and at the end of the season when snow depths are shallow and patchy that damage to soil and vegetation occur.

"But it really isn't the physical effects of snowmobiles on the plants and soil that prohibits their use in wilderness. When Congress created wilderness in 1964 they did it because they thought it was important to make wilderness preservation a policy for the nation. They recognized wildernesses as special and scarce areas that our ever-increasing population and mechanization would someday change forever. When that happened there would be no places left within the United States that were in their natural or wild condition. To prevent this from happening, Congress prohibited motorized and mechanized use within wilderness. This includes snowmobiles. Their idea was to prevent mankind from taking all of his development, technology and civilization into wilderness. They wanted some wild places to remain for future generations to experience."

"Imagine traveling for a couple of days on skis or snowshoes, sleeping out during the winter, just to get to a special wilderness place, only to meet snowmobiles that left the trailhead just that morning. You'd really be upset. Even encountering snowmobile tracks would be enough to alter your sense of being in a place that was truly wild."

"There are lots of great places to ride that are outside the wilderness. You know, wilderness is only about 1.8% of the total land area in the lower 48 states. Here in this region it's 22%, but that still leaves lots of riding opportunities. Let me tell you about some."

Why Is Wilderness Closed To Motorized And Mechanical Travel?

(Excerpt from article written for Jackson Hole News July 11, 1993 by Linda Merigliano)

I would like to share some reflections on the larger question here - why is Wilderness closed to motorized and mechanized use? Contrary to what many people assume, it has nothing to do with physical impact and everything to do with the fundamental purpose of Wilderness. As civilization spread across the United States and more and more of our natural resources were developed, there was a sense that we were losing something precious. That something was our wildlands and with it our connection to the land and the "primitive" skills which were part of our heritage. After 8 years of debate, we did something no other country had done - established a National Wilderness Preservation System to "assure that an increasing population, accompanied by expanding settlement and growing mechanization, does not occupy and modify all areas within the United States". For this reason, a fundamental purpose of Wilderness is to provide opportunities for "primitive" types of travel. Traveling by foot, horse, ski, canoe, or dogsled offers a chance to travel as our ancestors might have and really slow down and interact with nature. Wilderness does not deny access to people, just their "machines". While it will take a little more effort to get into Wilderness, the personal rewards can be substantial.

So what is considered mechanical? Forest Service national policy defines it as any contrivance for moving people or material in or over land, water, or air that has moving parts and provides a mechanical advantage to the user. This includes sailboats, hang gliders, parachutes, bicycles, game carts and wagons. An important distinction is that the mechanized restriction applies to forms of travel but not to portable stoves, radios or other personal belongings a visitor might carry with him/her. Another important exception is wheelchairs are allowed for people whose mobility requires their use.

Motorized is defined as any machine that uses a motor, engine, or other nonliving power source. This includes, but is not limited to chain saws, aircraft, snowmobiles, generators, motorboats, motorcycles, ATVs, and motor vehicles. It does not include small battery or gas-powered, hand-carried devices such as shavers, wristwatches, flashlights, cameras, stoves, or other similar small equipment.

While motorized and mechanical travel is not allowed in Wilderness, they certainly are valid forms of recreation. A major goal in the Forest Service is to provide a variety of settings which offer different recreation experiences so that people can choose the area which best meets their desires. The 1.8% of designated Wilderness outside Alaska offers a setting for those who desire to get away from motorized and mechanical use. But just as important are backcountry areas where snowmobilers, bicyclists, and motorcyclists can enjoy the outdoors. There is a surprising amount of natural areas outside Wilderness open to motorized or mechanical use on the Bridger-Teton National Forest. We welcome ideas and help from individuals and organizations to improve the quality of recreation experiences throughout the Forest.

State Registration Agencies, State Snowmobile Associations and Snowmobile Clubs**Colorado****Registration Agency:**

Colorado Division of Parks and Outdoor Recreation
Denver Administrative Office
 1313 Sherman Street #618
 Denver, CO 80203
 (303) 866-3437
<http://parks.state.co.us>

Registration Unit

13787 S HWY 85
 Little ton, CO 80125
 (303) 791-1920

State Snowmobile Association: Colorado Snowmobile Association

Charlie Cox, President
 140 Oak Run Rd.
 Carbondale, CO 81623
 (970) 963-1866
carpets@sopris.net

Snowmobile Clubs

District 1 Representative Mel Wolf PO Box 886 Loveland, CO 80539 melwolf@verinet.com	Colorado Blizzards Craig Mueller 1712 W Vine Dr. Ft. Collins, CO 80521 whipplevic@juno.com	Lowlanders Snowmobile Club LaVerne Hoier 403 Park Circle Dr. Sterling, CO 80751
North Park Snow Snakes Windy Van Valkenburg PO Box 61 Walden, CO 80480-0061 vannalkenburgpw@aol.com	District 2 Representative Ron Spencer 1085 Harris Dr. Craig, CO 81625 Spe263865@aol.com	NOWECOS Ralph Stewart PO Box 3 Craig, CO 81626 rstewart@cmn.com
Routt Powder Riders William Yowell PO Box 770043 Steamboat Springs, CO 80477 Bigburn505@aol.com	Steamboat Lake Snow Club Ken Brink PO Box 756 Clark, CO 80428 snowbound@springsips.com	White River Snowmobile Club Joe Holeyfield PO Box 803 Meeker, CO 81641 jholey@amigo.net
District 3 Representative Brian Mahony 376 County Rd. 452 Grand Lake, CO 80447 mahony@rkymtnhi.com	Grand Lake Trailblazers Bill Pierce PO Box 507 Grand Lake, CO 80447 bill@rkymtnhi.com	Grand Lake Trail Groomers Kevin Leppke PO Box 1247 Grand Lake, CO 80447 kdlgrand@rkymtnhi.com

Hi-Country Snowmobile Club Jared Muneio PO Box 4484 Frisco, CO 80443 jaredmuneio@msn.com	Mile-Hi Snowmobile Club Nan Givens PO Box 260368 Denver, CO 80226-0368	District 4 Representative Nancy Beavers PO Box 477 Carbondale, CO 81623 nancyb@sopris.net
Mid Valley Snowmobile Club Dave Mikulyuk PO Box 2416 Basalt, CO 81621 dmikulyuk@cs.com	Rifle Snowmobile Club Carleton Hoffmeister PO Box 246 Rifle, CO 81650 hoffy1@rifle.net	Mt. Sopris Rec Riders Randy Parsons PO Box 1035 Carbondale, CO 81623 rmsports@rof.net
Flattoppers Mike Duffy PO Box 1681 Glenwood Springs, CO 81601 Duffmen44@rof.net	District 5 Representative Les Lewis 2125 Chautard Dr. Pueblo, CO 81005 lcgroomer@yahoo.com	Pueblo Snowmobile Club Gary Spinuzzi 1511 W 4 th St. Pueblo, CO 81004
Sangre Snowrunners Dale Hoag PO Box 145 Westcliffe, CO 81252	Pikes Peak High Riders Bill Hohman PO Box 98 Woodland Park, CO 80866 pphr_pres@yahoo.com	S & W Adventure Riders Jack Sheets 2350 Stoneridge Dr. Colorado Springs, CO 80919 jsheets@cohvco.org
District 6 Representative & High Riders Snowmobile Club Mike Johnson PO Box 638 Leadville, CO 80461 highmark800@aol.com	Buena Vista Snowmobile Club Doug Dreier PO Box 3133 Buena Vista, CO 81211 dreier@amigo.net	Heart Of the Rockies Snowmobile Club Bill Block PO Box 241 Poncha Springs, CO 81242
Holy Cross Powder Hounds Randy Guerriero PO Box 7116 Avon, CO 81620 rgmvail@aol.com	District 7 Representative Mac Hadaway 697 Aspen Rd. South Fork, CO 81154 mach@amigo.net	Lake City Continental Divide Snowmobile Club Billy Martin PO Box 591 Lake City, CO 81235
Gunnison County Snow Trackers Philip Chamberland PO Box 855 Gunnison, CO 81230 chamberland@rmi.net	Snow Country Explorers Robert Kukuk PO Box 702 Creede, CO 81130 kukuk@my.amigo.net	South Fork Powder Busters Curtis Miller PO Box 454 South Fork, CO 81154 curt@amigo.net
Silver Thread Outdoor Recreation Club Dennis Shepherd PO Box 343 South Fork, CO 81154 dennishepherd@direcway.net	District 8 Representative Steve Foster 295 NW 10 th St. Cedaredge, CO 81413 snomoman@aol.com	Delta Snowkrusers Dwain Bush 59 1600 Rd. Delta, CO 81416 dbush@mcsd.k12.co.us

<p>North Fork Snowmobile Club Steve Hicks PO Box 472 Hotchkiss, CO 81419 lerouxckcl@aol.com</p>	<p>Western Slope Snowmobile Association Phil Smith PO Box 4964 Grand Junction, CO 81502 smithgjco@earthlink.com</p>	<p>Uncompahgre Valley Trail Riders Curtis Robinson 2479 Sunnyside Rd. Montrose, CO 81401 crobinson@montrose.net</p>
<p>West End Sledders Mike Grafmyer PO Box 611 Norwood, CO 81423-0611 grafmyer@montrose.net</p>	<p>District 9 Representative Jess Donahue Suite B-3 #8204, 63 N Pagosa Blvd. Pagosa Springs, CO 81147 jdonahue@frontier.net</p>	<p>Wolf Creek Trailblazers PO Box 3194 Pagosa Springs, CO 81147</p>
<p>Four Corners Trail Club 546 N Beech St. Cortez, CO 81321 eds@fone.net</p>	<p>San Juan Sledders Roger Pennington 164 Sandia Cir. CR 520 Bayfield, CO 81122 rogerap@earthlink.net</p>	<p>Silverton Snowmobile Club Jim Huffman PO Box 571 Silverton, CO 81433 jimhuffman@aol.com</p>

Nebraska**Registration Agency:**

Snowmobile registration is handled through the County Treasurer of individual counties.

State Snowmobile Association: Nebraska State Snowmobile Association

Rich Couch, President
1864 Big Island Rd.
Fremont, NE 68025
(402) 721-3673
islandrnc@aol.com

Snowmobile Clubs

Region 1 Director Jim Nickel 7551 W Waverly rd. Malcolm, NE 68402 (402) 796-2321	Region 2 Director Dave Ulrich 2466 L Rd. Lyons, NE 68038 (402) 687-2468 dlbulrich@hutel.net	Region 3 Director Gordon Graf 3463 W Lapin Rd. Doniphan, NE 68832 (402) 744-3141
Region 4 Director Daryl Holmberg 57431 897 Rd. Crofton, NE 68730 (402) 388-2580 lcsra@ngpc.state.ne.us	Region 5 Director Dennis Dahlcoetter HCR 80 Box 4A Grant, NE 69140 (308) 352-4775	Region 6 Director Bruce Hegel 125 Redwood Ct. Chadron, NE 69337 (308) 432-3850
ACCR Riders Ron Jagler HCR 88 Box 6 Arthur, NE 69121	Capitol City Snowmobile Club Max Meyer Rt. 1 Box 120 Malcolm, NE 68402	Elkhorn Valley Sno Chasers Jeff Kracl 1902 Westwood Dr. Norfolk, NE 68701
Hi Plains Drifters Kim Dvorak Rt. #1 Box 192 Stuart, NE 68780	Land of Oz Jim Rice Box 174 Osmond, NE 68765	Mid Nebraska Sno Chasers Wayne Collins Rt. #3 Box 144 Broken Bow, NE 68822
River City Snowdrifters Russ Higgins 13417 Westwood Lane Omaha, NE 68144	Schuyler Snow Stars Dave Semerad 716 County Rd. 1 Dodge, NE 68633	Sledheads Rod Reynolds 74958 Rd. 432 Lexington, NE 68850
Snow Blazers Joyce Graves 1608 Rd. D Bradshaw, NE 68319	Syracuse Sno Flakers Stan Stutheit RR1 Box 500 Syracuse, NE 68446	Weekend Warriors Denise Johnson Box 864 Grant, NE 69140
Yellow Snow Eaters Sam Paulson Rt. #1 Box 67 Genoa, NE 68640	Nebraska Snow Dreamers Bruce Hegel 125 Redwood Ct. Chadron, NE 69337	

South Dakota**Registration Agency:**

Snowmobile registration is handled through the County Treasurer of individual counties.

South Dakota State Parks

523 E Capitol
Pierre, SD 57501
(605) 773-3391
www.state.sd.us/gfp/sdparks

State Snowmobile Association: South Dakota Snowmobile Association

Scott Erstad, President
PO Box 697
Spearfish, SD 57783
www.sledcity.com/states/south_dakota/

Snowmobile Clubs

District 1 Director Dave Kennedy PO Box 784 Spearfish, SD 57783	Spearfish Snow Cruisers Scott Glatt 345 HWY14 Spearfish, SD 57783	Sturgis Sno-Drifters Rob Selting 2275 Pine Glenn Dr. Sturgis, SD 57785
Terry Peak Sno Blazers Mike Iverson 135 E Illinois St., PMB 189 Spearfish, SD 57783	District 2 Director Paul Bumsted 611 Westwind Dr. Boxelder, SD 57719	Black Hills Snowmobile Club Jon LaFramboise 6717 S Canyon Rd. Rapid City, SD 57702
Heart of the Hills Snowmobile Club Mike Zens PO Box 427 Hill City, SD 57745	Mile High Snow Drifters Jim Bacon 1214 Sherman St. Custer, SD 57730	District 3 Director Ann Nagel 1324 3 rd Ave. SW Aberdeen, SD 57401
Aberdeen Drift Busters Kelly Weaver PO Box 204 Aberdeen, SD 57402	Jim Valley Snowmobile Club Brian Hansen 38817 176 th St. Redfield, SD 57469	Day County Trail Blazers Loren Schoenbeck 419 W 8 th Ave. Webster, SD 57274
Dakota Ditch Drifters Jeff Huss 16761 355 th Ave. Faulkton, SD 57438	District 4 Director Greg Hiles 604 Root Ave. DeSmet, SD 57231	Capitol Sno-Cruisers Jeff Metzinger 1001 UPS Rd. Pierre, SD 57501
Hand County Sno-Goers Bobbie Wagner 212 E 8 th St. Miller, SD 57362	Great Plains Snowtrailers Renee Manon PO Box 414 Huron, SD 57350	Town & Country Snow Drifters Duane Hojer 44368 216 St. Oldham, SD 57051
District 5 Director Chuck Anderson PO Box 26 ViBorg, SD 57070	James Valley Drift Skippers Bill Pitz 24232 SD HWY 37 Letcher, SD 57359	Swift Drifters Chris Klinkenborg 47488 Spruce Circle Dell Rapids, SD 57022

Sno Trackers of Sioux Falls Richard Kornmann 4312 Oak Ridge Ave. Sioux Falls, SD 57103	Trailbusters Snowmobile Club Jeff Nelson 1220 Vermillion St. Centerville, SD 57014	Lewis & Clark Winter Wheelers Jason Miller 31442 457 th Ave. Gayville, SD 57031
District 6 Director Doug Sunne RR 1 Box 60 Corona, SD 57227	Whetstone Valley Snowmobile Club Derrick Loeschke 48132 153 rd St. Milbank, SD 57252	Watertown Snowmobile Club Tim Bush 17354 464 th Ave. Watertown, SD 57201
Glacial Lakes Snowmobile Club Mike Briggs 1311 6 th Ave. NE Watertown, SD 57201	Northeast Trail Blazers Club Chad Broz PO Box 96 New Effington, SD 57255	District 7 Director Todd Sprang PO Box 112 Hayti, SD 57241
Dakota Trail Blazers Marty Grabow PO Box 43 Clear Lake, SD 57226	Poinsett Pounders Robb Loomis PO Box 154 Estelline, SD 57234	Valley Rough Riders Brad Olson 19829 475 th White, SD 57276
Dakota Drifters Snowmobile Club Ray Oines 725 6 th Ave. Brookings, SD 57706	Interlakes Snowroamers Patrick Frederick 45253 SD HWY 34 Madison, SD 57042	

Wyoming**Registration Agency:**

Wyoming Department of State Parks & Cultural Resources
 2301 Central Ave.
 Cheyenne, WY 82002
 (307) 777-6323
<http://wyoparks.state.wy.us>

State Snowmobile Association: Wyoming State Snowmobile Association

Ken Volker, President
 2021 Kingsboro
 Casper, WY 82604
 (307) 235-1115

Snowmobile Clubs

District 1 Director Buzz Parker PO Box 2173 Cheyenne, WY 82003	District 4 Director Ken Stahl PO Box 364 Ranchester, WY 82839	District 5 Director Bill Holder 141 Rio Vista Cody, WY 82414
District 6 Director Jon Johnson 179 Bridger St. Gillette, WY 82716	District 7 Director Jay Andresen 817 N 12 th E Riverton, WY 82501	District 8 Director Rod Hill 2192 Sunflower Casper, WY 82604
District 9 Director Bert Smith 1415 Butte St. Green River, WY 82935	District 12 Director Alan Werner 431 Union Pass Rd. Dubois, WY 82513	District 13 Director Debbie Woyciesjes PO Box 1301 Pinedale, WY 82941
District 14 Director David Hurd PO Box 1066 Sundance, WY 82729	Bear Lodge Snowmobile Association Clarene Moshier PO Box 1056 Sundance, WY 82729	Big Horn Mountain Snowmads Mike Arzy PO Box 397 Sheridan, WY 82801
Big Horn Sno-Goers Raymond Becker Box 82 Worland, WY 82401	Campbell County Sno-Goers Tom Kostreba Box 212 Gillette, WY 82717	Casper Snow Gypsies Phil Santistevens PO Box 3301 Casper, WY 82602
Cody Country Crazy Sleds Martin Knapp PO Box 1745 Cody, WY 82414	Dubois Sno-Katers Margaret Wells PO Box 1102 Dubois, WY 82513	Jackson Snow Devils George Toolson PO Box 4276 Jackson, WY 83001
Lander Snow Drifters Don Hundley Box 281 Lander, WY 82520	Medicine Wheel Snogoers Charlie Sullivan PO Box 1012 Powell, WY 82435	Powder River SnoBuffs Len Crites PO Box 754 Buffalo, WY 82834
Rawlins Rough Riders Don Brinkman PO Box 235 Rawlins, WY 82301	Riverton Sno-Goers Jon Sonnenschein 1214 Buffalo Ave. Riverton, WY 82501	Sour Doughs Phil & Jo Karstoft PO Box 1602 Rock Springs, WY 82902

South Lincoln Co. Snowbears Jim Kochevar PO Box 322 Kemmerer, WY 83101	Sweetwater Snow Pokes Donna Teeples PO Box 731 Rock Springs, WY 82902	WyoColo Snowmobile Club Delbert Johnson 820 HWY 230 Laramie, WY 82070
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Annual Monitoring Report

Wilderness Name: _____
Date of report: _____
Reporting office: Unit: _____
 Address: _____

Person completing report: Name: _____
 E-Mail: _____
 Phone: _____
 Fax: _____

1 – Prevention/Detection Patrols

Number Completed: _____
 Number Violation Notices Issued: Collateral Forfeitures _____
 Mandatory Appearances _____
 Number Warning Notices Issued: _____
 Number Incident Reports Completed: _____
Total Number of Incidents Documented: _____
 Estimated Total Number of Wilderness Trespass Incidents: _____
 Number People Involved In Patrols: Wilderness Staff _____
 Recreation Staff _____
 Other Ranger District Staff _____
 Forest Level Staff _____
 LEO _____
 Volunteer _____
 Other Government: _____
 BLM _____
 NPS _____
 FWS _____
 State Wildlife _____
 State Parks _____
 Other _____
 Total _____

2 - Media Contacts

Number: Press Releases Issued _____
 Newspaper Articles _____
 Live Radio Programs _____
 Live Television Programs _____

Taped Public Service Announcements _____
 Law Enforcement Actions Publicized _____

3 - Snowmobile Club Contacts

Number: Clubs In Your Community _____
 Contacted _____
 Meetings Attended _____
 Rides Taken With Clubs _____
 Clubs Under Agreement to Post/Monitor Signs On Patrol _____

4 - Chambers of Commerce

Number: Chambers Contacted _____
 Agreeing to Display Posters _____
 Agreeing to Include Our Maps or Brochures In Their Mailings _____

5 - Snowmobile Dealers, Liveries, Service Centers

Number: Contacted _____
 Agreeing to Display Posters _____
 Agreeing to Distribute Our Maps and Brochures _____

6 – Outfitter/Guides

Number: Contacted _____
 Agreeing to Display Posters _____
 Agreeing to Distribute Our Maps and Brochures _____
 Rides Taken With Outfitter/Guides _____

7 – Lodges and Motels

Number: Contacted _____
 Agreeing to Display Posters _____
 Agreeing to Distribute Our Maps and Brochures _____

8 - Restaurants

Number: Contacted _____
 Agreeing to Display Posters _____
 Agreeing to Distribute Our Maps and Brochures _____
 Agreeing to Utilize Placemats _____

9 – In-house I & E (Yes or No)

Does your Internet site have a snowmobile message? _____
 Does your Intranet site have a snowmobile message? _____
 Do your VIS personnel know about snowmobile prohibitions in wilderness? _____
 Does your reception area display snowmobile posters? _____
 Do your maps and brochures display current wilderness boundaries? _____

Rocky Mountain Region
Information and Education Strategy
For The
Prevention of Snowmobile Trespass
In Wilderness

Tool Kit



SAMPLE NEWS RELEASES

Rocky Mountain Region—Press Release

Wilderness is Off-limits to Snowmobiles

Date: January 20, 2004

Contact: Ralph Swain, 303-275-5058

A serious problem of illegal snowmobile trespass in wilderness continues to occur throughout the Rocky Mountain Region. Wilderness areas are special places, set aside by Congress, for non-motorized recreation such as cross-country skiing, snowshoeing and the opportunity to view wildlife in the winter without the intrusions of motorized snowmobiles. The US Forest Service is responsible for protecting these pristine areas and maintaining their wild character for present and future generations.

This is one part of the “unmanaged recreation” problem, an issue that poses one of the greatest threats to National Forests throughout the country, as identified by Forest Service Chief Dale Bosworth.

Wilderness constitutes less than 20% of the National Forest lands in the Rocky Mountain Region. Snowmobile riders have outstanding opportunities for responsible riding outside of wilderness. Millions of acres and thousands of miles of marked and groomed trails are available for snowmobile use in National Forests located in Colorado, Wyoming, Nebraska and South Dakota.

Riders need to educate themselves to find out where motorized use is allowed and where it is not permitted. Contact the local Forest Service office or your local snowmobile club to acquire snowmobile maps and information. Also, be sure to read the information posted at trailheads. Yellow signs are posted at wilderness boundaries near popular snowmobile areas prohibiting use in wilderness. Boundaries are patrolled for trespass and violators will be prosecuted. Violations are punishable by a fine of up to \$5000 and 6 months in jail. A number of riders have been cited recently for violating the closure.

Most snowmobile riders obey the regulations and it's only the actions of a few that are reflecting poorly on the snowmobile community at large when trespass violations occur. This can result in an overall negative public image and adversely affect conscientious snowmobile users. The Forest Service welcomes responsible snowmobile use where it is appropriate and legal.

-END-

Snowmobile Trespass in Wilderness

Talking points for 4/21/03 Rocky Mountain News Article

- The 1964 Wilderness Act set aside wilderness as a place for primitive adventure and solitude, a refuge from the sights and sounds of the modern, mechanized world.
- All motorized vehicles and equipment, including snowmobiles, are prohibited in Congressionally-designated wilderness.
- Historically, there has been a snowmobile trespass problem in the Mount Zirkel Wilderness, especially in the Buffalo Pass area, other locations too.
- There are problems in the other wildernesses on the Medicine Bow-Routt National Forests too: Sarvis Creek, Flat Tops, Never Summer, Platte River, Huston Park, Savage Run, Encampment River.
- Wilderness boundaries are signed in some places (problem areas).
- Maps and other info are posted at winter trailheads. Info also available at USFS offices, online, etc.
- USFS make s an effort to inform riders but ultimately it is the rider's responsibility to know where he/she is and to avoid taking his/her machine into the wilderness.
- Violations are punishable by a fine of up to \$5000 and 6 months in jail.
- In the last several months, the following individuals have all been cited for taking their snowmobiles into the Mount Zirkel Wilderness and have paid fines.

Scott Greaves and Matthew Pawlak of Steamboat Springs

James Gonzales of Fort Collins

Dave McCharthy of Laramie, Wyo.

Mark Belfast and Erik Rappolt of Longmont

Mark Borbeau of Walden

Donald Morris of Sandpoint, Ida.

In addition, John Waddick of Steamboat Springs received a mandatory court appearance in Grand Junction on the same charge, where he pled guilty and was fined \$210. There is at least one other case still pending.

- Wilderness constitutes only a small portion of the Medicine Bow-Routt National Forests (332,000 wilderness acres of 2,900,000 total acres, 11.4%). There's a huge amount of NF land, with plenty of opportunity, outside of wilderness (hundreds of miles of trails, hundreds of thousands of acres) where snowmobile use is perfectly legal, very appropriate, a whole lot of fun, etc.
- The actions of the minority who choose to not cooperate can reflect poorly on the entire snowmobile community, including the responsible ones.



NEWS RELEASE

Eldorado National Forests

Date: March 2003

Contact Amador Ranger District
(209) 295-4251

Snowmobile Trespass in Mokelumne Wilderness

On a recent patrol of the Wilderness boundary, when fresh snow made tracking easy, Jerry Meyer, a Forest Service Law Enforcement Officer, and another patroller witnessed fresh snowmobile tracks entering the Wilderness within eight feet of a Wilderness Boundary informational sign. Meyer and the other patroller heard the snowmobiles in the Wilderness and made contact with five individuals. Two adults and three young men were given citations for Wilderness trespass. “These citations could carry up to \$5000 fine and/or six months in jail”, explains Meyer. He is quick, however, to note that the majority of snowmobile enthusiasts are responsible riders, who enjoy their winter sport and carefully comply with regulations designed to protect fragile Wilderness values.

“There are lots of great places to ride on this Forest, there is really no reason for people to go into the Wilderness,” Comments Forest Service lead patroller Mike Stroude. In fact, law prohibits the use of motorized vehicles and mechanized transportation in designated Wilderness, including over the snow machines. Stroude has made an extra effort this year to provide additional signing along the Wilderness boundaries, trying to give responsible snowmobilers every advantage in staying out of the Mokelumne Wilderness.

The Eldorado National Forest has stepped up its patrol of the backcountry recently to try to curb a rash of recent snowmobile use in the Wilderness. “We patrol the Silver Bear snowmobile trails a few times a week,” says Stroude, “and people seem to be pushing further into the backcountry, so they need to be aware of where they are legally permitted to ride and where they are not”. For this reason, Stroude and other patrollers have also ventured further off the groomed trail and added additional patrols of the Wilderness boundary.

It is estimated that each year more than 15,000 snowmobilers and 30,000 other winter sports enthusiasts safely enjoy the Forest’s outstanding winter recreation. The Eldorado National Forest offers a vast number of permitted opportunities for the OSV user including more than 60 miles of groomed trails, as well as many more miles of un-groomed trail and open cross-country riding areas. Maps and handouts detailing these opportunities are available at the Amador Ranger District.

In past years, many National Forests in California have received grant funding from the State OHV (green sticker) funds and fuel tax. This year neither the Eldorado nor Humbolt-Toiyabe National Forest received grants. In response to this, the Forest Service provided special funding to the Eldorado to allow continued management of their winter recreation program and assist, the Humbolt-Toiyabe providing periodic patrols on that neighboring forest. “We saw the need for added coordination with the Humbolt-Toiyabe.” explains Amador Ranger District Recreation Officer Anthony Botello. “We normally provide some patrols over there, but this year we have made an extra effort to accommodate the public use, while protecting the Wilderness resource both here on the Eldorado and on the Humbolt-Toiyabe”.

“We want to continue to provide outstanding opportunities for winter recreation, and riding information to visitors depending on their abilities. We also want to get the message out that the continuation of current snowmobile opportunities depends on users riding responsibly,” adds Botello.

Before heading out, winter recreationists are encouraged to call or stop in at the Amador or Carson Ranger Stations or call 209-295-4251 in Pioneer, Ca. or 775-884-8199 in Carson City, NV., for the latest on snow conditions, avalanche danger, and trail conditions.

Additional winter sports and other outdoor recreation information can be obtained online by visiting the Eldorado National Forest Website at www.r5.fs.fed.us/eldorado.

-END-



NEWS RELEASE

Medicine Bow-Routt National Forests & Thunder Basin National Grassland

Date: March 6, 2003

Contact Jon Halverson 970-870-2240
email jhalverson@fs.fed.us

Snowmobilers Cited For Riding In Wilderness

Steamboat Springs, CO (March 6, 2003) – Several snowmobilers have recently found out the hard way that the US Forest Service is serious about stopping snowmobile trespass into Congressionally-designated wilderness areas, such as the Mount Zirkel Wilderness northeast of Steamboat Springs, Colo.

In the last several months, Scott Greaves and Matthew Pawlak of Steamboat Springs, James Gonzales of Fort Collins, Dave McCharthy of Laramie, Wyo. and Mark Belfast and Erik Rappolt of Longmont were all cited for taking their snowmobiles into the Mount Zirkel Wilderness. They were ticketed and have paid fines. In addition, John Waddick of Steamboat Springs received a mandatory court appearance in Grand Junction on the same charge, where he pled guilty and was fined \$210. There are several other cases still pending.

Wilderness is set aside as a place to be free of the sights and sounds of the modern world, a place for primitive adventure and solitude. Motorized vehicles and equipment, including snowmobiles, were never intended to be a part of that picture and are prohibited in wilderness. Motorized trespass has been an increasing problem for several years and enforcement efforts have been stepped up.

Wilderness makes up only a small portion of the Medicine Bow-Routt National Forests. There are hundreds of miles of trails and thousands of acres of great terrain outside wilderness for snowmobiling. Some, but not all, wilderness boundaries are marked but ultimately it is up to riders to know where they are and avoid taking their machines into wilderness. The actions of the minority who choose not to cooperate can reflect poorly on the entire snowmobile community.

Snowmobilers are reminded that violations are punishable by a fine of up to \$5000 and/or 6 months in jail.

-END-



NEWS RELEASE

Medicine Bow-Routt National Forests & Thunder Basin National Grassland

Date: March 13, 2002

Contact Jon Halverson 970-870-2240
jhalverson@fs.fed.us

Wilderness Is Off-limits to Snowmobiles

Steamboat Springs, CO (March 13, 2002) – The US Forest Service would like to remind folks that snowmobiles, like all motorized equipment, are not permitted in wilderness areas, including the Mount Zirkel Wilderness just northeast of Steamboat Springs.

The 1964 Wilderness Act set aside wildernesses as places to enjoy primitive adventure and solitude, as refuges from the sights and sounds of the mechanized world.

“This winter, there have been a lot of snowmobilers trespassing into the Mount Zirkel Wilderness, especially just north of Buffalo Pass,” said Jon Halverson, Wilderness Manager for the Hahns Peak/Bears Ears Ranger District. There have been some incidents in the Sarvis Creek Wilderness as well. There are boundary signs and maps at some winter trailheads, showing areas closed to snowmobiles. “We make the effort to inform riders but ultimately, it is their responsibility to know where they are and to avoid taking their machines into the wilderness,” Halverson said.

Some folks have chosen to ignore the warnings. During the last few weeks the Forest Service has ticketed a number of people for riding in the wilderness. These enforcement efforts will continue.

A related issue is the intrusion of snowmobiles into the designated Non-Motorized Areas around Steamboat Springs. By agreement of the Routt Winter Task Force, consisting of representatives of various ski and snowmobile groups in conjunction with the Forest Service, the west side of Rabbit Ears Pass and an area adjacent to the Dry Lake winter trailhead on the Buffalo Pass road have been designated as non-motorized areas, off-limits to snowmobiles. This gives skiers and snowshoers, seeking peace and quiet, some opportunities to get away from the machines and to avoid conflicts with other users. Currently, these “closures” are not mandatory and snowmobilers are asked to cooperate. A growing number apparently refuse and are creating problems for everyone. “Folks must recognize that everyone needs a place to pursue their own form of recreation. We have to maintain a balance between motorized and non-motorized uses,” said Forest Service Recreation Planner Ed Patalik. “We don’t want to have to resort to legal closures in these areas but if people won’t support the hard work the Task Force has put into this and respect these boundaries, we may be left with little choice.”

For information or maps, please contact the Forest Service offices in Steamboat Springs at (970) 879-1870, Yampa at (970) 638-4516 or Walden at (970) 723-8204.

-END-

RELEASE DATE: January 24, 1997
CONTACT PERSON: Kathy DeWald (307) 684-7981

SNOWMOBILING ON THE BIGHORN NATIONAL FOREST

The Bighorn National Forest requests snowmobilers respect the closure of the Cloud Peak Wilderness to all motorized use. Snowmachines along with other means of mechanical transportation are not permitted in the Cloud Peak Wilderness as enacted by Congress in the 1964 Wilderness Act and the 1984 Wyoming Wilderness Act.

However in recent years there have been numerous violations of motorized vehicles in the Cloud Peak Wilderness. The use of snowmachines in the Cloud Peak Wilderness detracts from the enjoyment of the wilderness by winter users who ski or snowshoe. These users have gone to great effort to have a wilderness experience separate from motorized vehicles.

All maintained trail entry points into the Cloud Peak Wilderness are signed and marked at the point of entrance into the Wilderness. This signing clearly indicates that the use of motorized vehicles or equipment is prohibited in the Wilderness.

The Bighorn National Forest again requests all snowmobilers respect the non-motorized designation of the Wilderness. Only about twenty per cent of the Bighorn National Forest is set aside as wilderness and most of the remainder of the National Forest is open to snow machines. Users of motorized equipment on the Bighorn National Forest are reminded that motorized uses in Cloud Peak Wilderness are a violation of Federal Regulation and subject to fines of up to \$5000.00 or imprisonment up to 6 months or both. If there are any questions about snowmobile use on the Bighorn National Forest please contact your local Forest Service office located in Lovell, Greybull, Worland, Buffalo or Sheridan.

-END-

RELEASE DATE: ASAP
CONTACT PERSON: Craig Cope (307) 684-7981

NEWS RELEASE FOR IMMEDIATE RELEASE

Tensleep District Ranger Bob Mountain is reminding all snowmachiners that the Cloud Peak Wilderness is only for non-motorized and non-mechanical use. On a recent check of the Wilderness, signs of repeated violations by snowmachiners were found at Middle Fork of Paintrock Creek just above Lily Lake. Mountain wishes to remind snowmachiners of the closure of the Cloud Peak Wilderness to such use. The Cloud Peak Wilderness boundary is posted and compliance with this regulation would be strongly advised. As a December newsrelease about this same item mentioned, violators are subject to a fine and jail or both. Anyone with information about snowmachiners riding in the Cloud Peak Wilderness may contact the Tensleep Ranger District office at 347-8291.

Snowmobiling on the Bighorn National Forest

With the approach of winter and the preparation for another snowmachine season, the Bighorn National Forest requests snowmobilers to respect the Cloud Peak Wilderness closure to all motorized use. Snowmachines along with other means of mechanical transportation are not permitted in Cloud Peak wilderness area as enacted by Congress in the 1964 Wilderness Act and the 1984 Wyoming Wilderness Act. However in recent years there have been reports of snowmobilers entering and riding through the wilderness area. The intrusion of snowmachine use detracts from the enjoyment of the wilderness by winter users who ski or snowshoe. These users have gone to great effort to have a wilderness experience.

On the Buffalo District all Cloud Peak Wilderness Trailheads are marked with a wilderness boundary sign. District Ranger Stephanie Phillips requests all snowmobilers become familiar with the prohibition on motorized uses within any designated wilderness. She requests anyone with questions on Wilderness boundary locations contact the Buffalo District office at 300 Spruce Street, Buffalo, WY 82834, telephone number 684-7981.

Only twenty per cent of the Bighorn National Forest is set aside as wilderness and most of the remainder of the Forest is open to snow machines. Users of motorized equipment on the Bighorn National Forest are reminded that motorized uses in Cloud Peak Wilderness are a violation of Federal Regulation and subject to fines of up to \$5000.00 or imprisonment for up to 6 months or both. If there are questions about snowmobile use on the Bighorn National Forest please contact your local Forest Service office.

-END-

**Medicine Bow-Routt National Forest
Hahns Peak/Bears Ears Ranger District
Media Release
January 20, 1997**

Contact: Jon Halverson, Wilderness Coordinator, Hahns Peak/Bears Ears Ranger District, 870-2240

Snowmobiling and Wilderness

The Steamboat Springs area is widely known for its variety of winter sports opportunities. Snowmobilers enjoy the area's awesome snow in many locations on the Routt National Forest, including Buffalo Pass, on the Continental Divide.

The Forest Service would like to remind snowmobilers that the boundary of the Mount Zirkel Wilderness lies just north of Buffalo Pass and that using snowmobiles, or any other kind of motorized equipment, in the wilderness is illegal, with violators subject to prosecution. The Wilderness Act of 1964 set wilderness aside for solitude, as a place to escape the sights and sounds of the mechanized world around us and enjoy primitive adventure. Snowmobiles were never intended to be a part of this picture.

The Wyoming Trail No. 1101 north from Buffalo Pass has frequently been used as an easy route to the Soda Mountain area, which is open to snowmobiles. The trail itself, however, is inside the wilderness, the boundary being approximately 200 feet west of the trail, so riding the trail is not permitted. Other routes to Soda Mountain, which avoid the wilderness boundary, can easily be found with a little exploration.

Wilderness boundary markers are posted where the Wyoming Trail enters the wilderness and at intervals along the boundary. In addition to identifying the boundary, these serve as reminders that snowmobiles are not permitted in the wilderness. It is the individual's responsibility to know where he is in relation to the boundary and to respect this closure.

Exceptions to the ban on motorized equipment are granted only in emergency situations. For example, Routt County Search and Rescue were granted approval to enter the wilderness on snowmobiles during the recent rescue of a lost snowmobiler. The tracks in the wilderness left by the searchers are not an open invitation for other snowmobilers to follow.

Many excellent opportunities for snowmobiling exist outside the wilderness on the Routt National Forest. For maps and other information, contact the Hahns Peak/Bears Ears Ranger District at 879-1870, 925 Weiss Drive in Steamboat Springs or the Parks Ranger District at 723-8204, 100 Main Street in Walden.

-END-

Example of grooming and signing to be accomplished under a Special Use Permit

Authorization ID: [REDACTED]
Contact ID: [REDACTED]
Expiration Date: 11/30/2007
Use Code: 153

FS-2700-4 (8/99)
OMB 0596-0082

**U.S. DEPARTMENT OF AGRICULTURE
Forest Service
SPECIAL USE PERMIT
AUTHORITY:**

LAND AND WATER CONSERVATION FUND ACT OF 1965, AS AMENDED September 3, 1964

[REDACTED] BLUE SKY WEST, [REDACTED]
(hereinafter called the Holder) is hereby authorized to use or occupy National Forest System lands, to use subject to the conditions set out below, on the Hahns Peak/Bears Ears Ranger District of the Medicine Bow-Routt National Forests.

This permit covers 25 miles of groomed and maintained snow routes in T.7N., R.84W.; T.6N., R.83W.; T.7N., R.83W., as shown on the location map attached to and made part of this permit, and is issued for the purpose of:

Guided snowcat skiing and snowboarding on Buffalo Pass, and occasional snowshoe tours.

Grooming, maintenance and signing of snow routes. Holder shall maintain only those snow routes depicted on the location map.

Permit authorizes two assigned sites:

- Dry Lake staging area, T.7N.,R.84W.,Sec. 26
- Temporary Cabin site, T.6N.,R.83W.,Sec. 5

The new snow route in Lower Soda Creek known as "Elk Run Road" is authorized on a three-year basis, subject to annual review. If unacceptable environmental impacts or user-conflicts are identified and not remedied by the mitigations measures listed below, adjustments to the operating plan and/or additional mitigation measures will be implemented. If problems or conflicts cannot be resolved to the satisfaction of the authorized officer, the permitted use of this route may be revoked.

Mitigation Measures

Recreation

1. Blue Sky West will continue to work with public users in the collaborative "Winter Task Force" to provide a balance of motorized and non-motorized recreation opportunities, monitor winter use, and address user conflicts.
2. Blue Sky West will minimize and consolidate their use of parking spaces at Dry Lake, and to the extent possible, maintain their own parking spaces within their staging area.
- 3. Blue Sky West will be responsible for the purchase, placement and maintenance of boundary signs along the non-motorized boundary to the west of the lower Soda Creek access road, and will promote compliance with this boundary in encounters with the public.
- 4. Blue Sky West will produce, install and maintain backcountry ethics and safety signs along their system of groomed routes, in cooperation with the Forest Service and Routt Winter Task Force.

Wildlife/Threatened and Endangered Species

1. If specific impacts from Blue Sky West winter guided ski tours and snowcat grooming operations to threatened, endangered, & sensitive species and their habitats are identified, then management will be adjusted as necessary to mitigate those impacts.
2. Confine activities and facilities to designated areas of operation and groomed routes.
3. Delay grooming until at least 18 inches of snow has accumulated.
4. Guided skiing/snowboarding and snowshoe activity will take place during daylight hours between 8:00 am and dark. Exception to this clause is allowed up to three nights per month for full moon tours.
5. Annual season of use will end May 1st.
6. Maintain containment structures under/around fuel storage tanks.

Snowmobiling Is a Fun Way to Enjoy Winter ... in the Right Places

Some Areas Are Off-Limits

Winter brings out more recreationists every year. Watch for signs in sensitive wildlife habitat limiting snowmobiles to trails. Your cooperation helps balance the needs of all recreationists and nature on public lands. Not an easy task!

People Are Welcome in Wilderness--Machines Are Not

Our numbers keep growing and our society becomes more mechanized all the time. Concern for the loss of wild places brought about the Wilderness Act in 1964. As a nation, we decided to protect some special natural areas from machines and all human development. Respect the law and steer clear of wilderness.

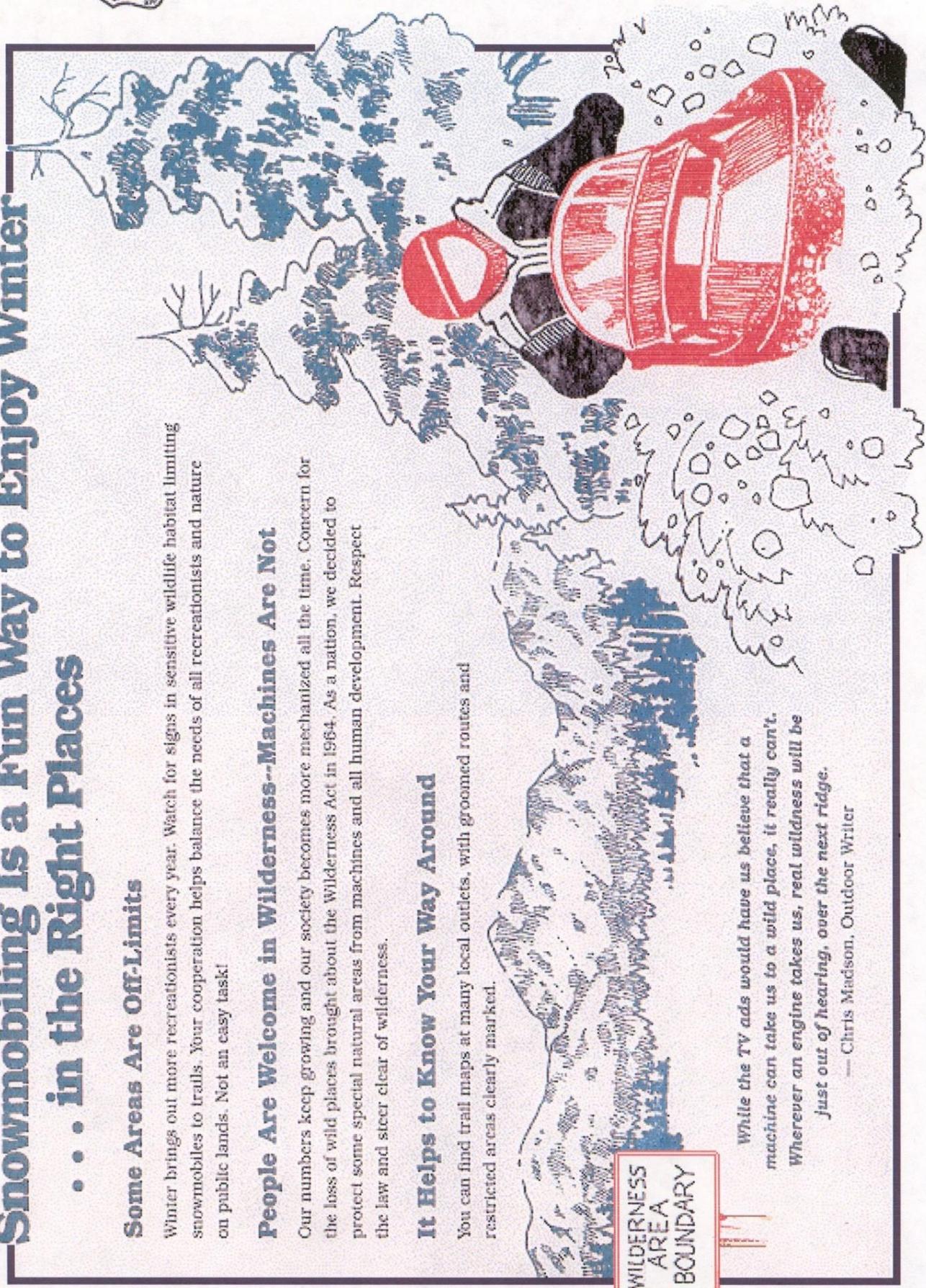
It Helps to Know Your Way Around

You can find trail maps at many local outlets, with groomed routes and restricted areas clearly marked.

WILDERNESS
AREA
BOUNDARY

While the TV ads would have us believe that a machine can take us to a wild place, it really can't. Wherever an engine takes us, real wilderness will be just out of hearing, over the next ridge.

— Chris Madison, Outdoor Writer





United States
Department of
Agriculture

Forest
Service

Rocky
Mountain
Region

P.O. Box 25127
Lakewood, CO 80225-0127
Delivery: 740 Simms Street
Golden, CO 80401
Voice: 303-275-5350
TDD: 303-275-5367

File Code: 2320/5300
Route To:

Date: FEB 5 2003

Subject: Request for Snowmobile Use in the Mt. Zirkel, Huston Park and Never Summer Wildernesses

To: Forest Supervisor, Medicine Bow and Routt National Forests

Your request for authorization to allow Forest Service law enforcement personnel to use snowmobiles within the Mt. Zirkel, Huston Park and Never Summer Wildernesses was carefully considered by Deputy Regional Forest Richard Stem, Regional Special Agent Bill Fox and Regional Wilderness Program Manager Ralph Swain.

The request to continue use of snowmobiles within the Mt. Zirkel Wilderness while engaged in law enforcement duties is approved. The approval is granted for the snowmobile seasons of 2002-2003 and 2003-2004, in the vicinity of Buffalo Pass under the following conditions:

1. Snowmobile entry by law enforcement officers into the wilderness will only occur when unauthorized motorized snowmobile use is directly observed or where sufficient information or evidence is available to officers that use is occurring and there is a reasonable likelihood of a successful contact. Patrolling within the wilderness is not authorized.
2. Pursuits of violators will be left to the discretion of the law enforcement officer. Snow, weather or terrain conditions and safety for both parties will be considered before initiating a pursuit.
3. Violation Notices will be issued, rather than verbal or written warnings where probable cause exists.
4. The Forest Leadership Team will evaluate the effectiveness of the program at the end of the 2003-04 snowmobile use season. A summary of incidents, including the results of cases, will be documented in a final assessment report to the Regional Office by August 2004.

Your request for snowmobile use in the Huston Park and Never Summer Wildernesses is denied, at this time.

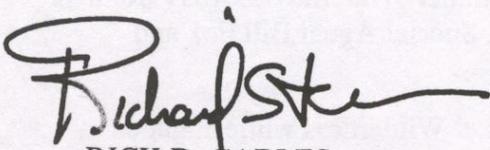
I strongly feel that we should make every effort to resolve trespass issues with prevention and education before authorization to use motorized equipment in wilderness is granted. Therefore, for these two wildernesses, I encourage the Forest to increase its signage where trespass issues have occurred, increase the patrol efforts along the wilderness boundary, and increase the scope of public notices and press releases related to this issue. I encourage you to host additional



community meetings with local snowmobile organizations and cooperators to gain acceptance and support of our efforts to stop illegal trespass in wilderness.

Finally, I have asked Ralph and Bill to work directly with Fire and other Resources to initiate aerial monitoring over all three wildernesses to locate and document illegal intrusions. In future press releases, the addition of aerial monitoring should be emphasized.

Incidents of snowmobile trespass in wilderness are unacceptable. Every effort should be made to enlist the local communities of Steamboat, Walden, and Encampment to help us educate our visitors and Forest snowmobile users about the problem by explaining the laws and regulations governing snowmobile use on National Forest lands. We are fortunate to have areas where we can and do provide outstanding snowmobile opportunities outside of congressionally designated Wilderness. We need to educate our publics about these locations and opportunities.

A handwritten signature in black ink, appearing to read "Richard Cables", with a stylized flourish at the end.

RICK D. CABLES
Regional Forester

Cc: Ralph Swain, Wilderness Program Manager
Cc: Bill Fox, R2 Special Agent