



# Bear River Watershed Council

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*Witness the Impacts, Document them  
Make a Difference*

**2005–2008**

**Summary Report**

**Monitoring, Restoration, and Addressing Motorized  
Impacts on the National Forest**





# Bear River Watershed Council

*Witness the Impacts, Document them, Make a Difference*

## 2005–2008 SUMMARY REPORT

### About This Report

From 2001 to 2008 the non-profit, all-volunteer organization Bear River Watershed Council (BRWC) operated in northern Utah and has focused on motorized impacts in the Logan Ranger District (LRD) of the Uinta-Wasatch-Cache National Forest (UWCNF).

During the period of 2005 to 2008, the organization created a data collection process for motorized impacts to the National Forest and undertook several restoration projects to offset the serious impacts discovered from data collection observations. In the latter projects a concentrated effort to include diverse user groups was initiated and somewhat successful.

This report outlines the data collection process, the restoration projects and their budget, the effectiveness of the projects, concerns, observations, and some recommended solutions for the U.S. Forest Service (USFS) to consider. If you have any questions, please contact us through e-mail at: [brwc@xmission.com](mailto:brwc@xmission.com).

### Executive Summary

The ever-increasing use of Off-Highway Vehicles (OHVs) in the past decade has become one of the most serious threats to public lands. The bureaucratic response to the problem has been slow and cumbersome. Whether from lack of budget, staff, or political will, the problem has become serious.

OHVs are a major problem for America's public lands, causing substantial damage to wild, fragile ecosystems and significant conflicts with non-motorized users. In particular, the vast acreage of beautiful, wild, public land in Utah is attracting a rapidly-growing number of OHV users with little effective restriction on where they can travel. The travel management rule may help turn the tide by providing consistent rules across all the forests in Utah.

Recent years have seen OHV sales dramatically increase throughout Utah, with state registration for OHVs and dirt bikes up a startling 294% in just five years. Nationally, the number of OHV users climbed sevenfold in the last 30 years—from five million in 1972 to 36 million in 2000. Statistics show OHV users account for about 1.8 million or 5% of visitors to national forests.

The rapidly increasing power of OHVs has given these vehicles access to previously inaccessible backcountry. OHV management is an acknowledged priority for federal land management agencies such as the USFS, but the administration and agencies lack effective OHV monitoring procedures and have not allocated sufficient resources to collecting data on use and impacts.

Former Chief of the USFS Dale Bosworth said: "At one time, we didn't manage the use of off-highway vehicles, either. OHVs are a great way to experience the outdoors, and only a tiny fraction of the users leave lasting traces by going cross-country. But the number of people who own OHVs has just exploded in recent years. In 2000, it reached almost 36 million. Even a tiny percentage of impact from all those millions of users is still a lot of impact. Each year, we get hundreds of miles of what we euphemistically refer to as 'unplanned roads and trails.'"

A survey found that nearly half of riders in Utah prefer to ride "off established trails." Of the ATV riders surveyed, 49.4% prefer to ride off established trails, while 39% did so on their most recent

excursion. Of the dirt bike riders surveyed, 38.1% prefer to ride off established trails, while 50% did so on their most recent excursion.<sup>1</sup>

As the 2008 summer season draws to an end, BRWC is encouraged by the successful (although tenuous) collaboration/restoration efforts we've had that included diverse groups including motorized, hunters, horsemen, and environmentalists.

## Introduction

### *What is the Bear River Watershed?*

The Bear River watershed begins in the high country of Utah in the Uinta Mountains. The Bear River then travels through southwest Wyoming, southeast Idaho and ends its journey back in Utah draining into the Great Salt Lake. During its journey the Bear River slices through the Bear River Mountain range known for its regionally important conservation corridor that links the northern and southern Rocky Mountains.

### *What is the Conservation Corridor?*

One major component of the Bear River watershed is the mountain range known as the Bear River Mountains, located in northern Utah and southern Idaho. This relatively narrow tract of Forest Service land is part of the UWCNF and the Caribou-Targhee National Forest (CTNF) and is a key component of the western United States biological corridor system. Corridors are areas that remain largely undisturbed or unfragmented, providing important migration links between critical zones of habitat for both plants and animals. These migration pathways are essential for the viability and persistence of species diversity and ecosystem health.

The corridor created by the UWCNF along with the CTNF is an 18-mile-wide “critical choke point” that offers the ONLY major link for species migration between the northern and southern Rockies—specifically, the Greater Yellowstone ecosystem, Utah’s High Uintas Wilderness Area, and the state of Colorado. In the 1960s the theory of species isolation known as “island biogeography” was established, and scientists have been recommending landscape connectivity to reduce the effect of habitat isolation and ensure species migratory mobility and genetic diversity.

The corridor is recognized as “regionally significant” and crucial for the protection of boreal species such as the lynx including the “larger bodied mammals that are capable of dispersing across many miles.”<sup>2</sup>

In the book *Corridor Ecology: The Science and Practice of Linking Landscapes for Biodiversity Conservation*,<sup>3</sup> authors Jodi A. Hilty, William Z. Lidicker Jr., and Adina M. Merenlender are particularly on point. They discuss how human development such as industrial extraction, recreation, and road building limits genetic diversity by habitat fragmentation, and how species then begin disappearing at alarming rates. Restoring linkage corridors at both the local and regional levels is critical to ensuring the long-term health of the watershed and the diverse species that depend upon it.

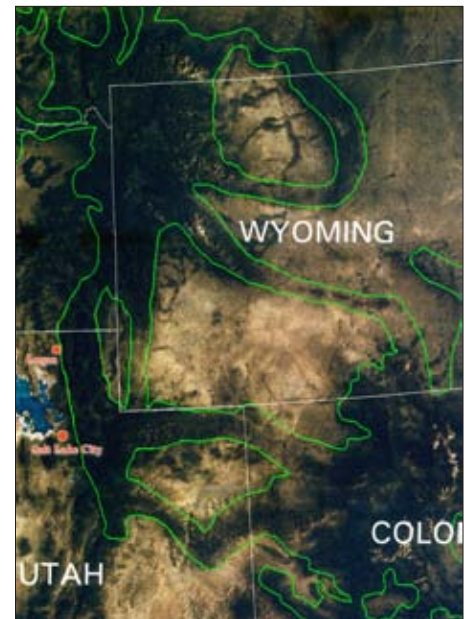


Illustration based on original mapping by the U.S. Forest Service. The green lines represent the corridor links connecting the northern and southern Rocky Mountains.

1. Fisher, A. L., Blahna, D. J., & Bahr, R. (2002). *Off highway vehicle uses and owner preferences in Utah revised final report*. [Logan, Utah]: Institute for Outdoor Recreation and Tourism, Dept. of Forest Resources, Utah State University. <http://www.cnr.usu.edu/interdisciplinary/ior/PDF/Professional%20Reports/revisedOHVreport.pdf>
2. UWCNF FEIS at 2-50, Appendix B2-26. Revised Plan at 3-3.
3. Island Books 2006. Part II (chapters 4-6)

## What is the Logan Ranger District?

The UWCNF encompasses nearly 1.3 million ecologically diverse acres within which is the 274,800 acre Logan Ranger District. It is situated on the northern boundary of the forest in Utah's Cache and Rich counties. The district maintains 321.43 miles of authorized routes including 59 miles of designated ATV/OHV (motorized) trails. The current Travel Plan signed into law in 1997 is closed to cross-country travel.

The district is the heart of the conservation corridor, a genetic land bridge, and an irreplaceable national gem.

The majority of people who access the Bear River Mountains live along the front-range in Cache County. There is no question that population growth will increase human impacts to forest resources. For example, in 2005 Cache County's population was 103,564; it is expected to double in 25 to 30 years. Logan City, the valley's largest city, is currently 50,000 citizens (projected to be 121,766 in 2050). These thousands of residents are going to recreate in the nearby forests and canyons.

## Our Solution:

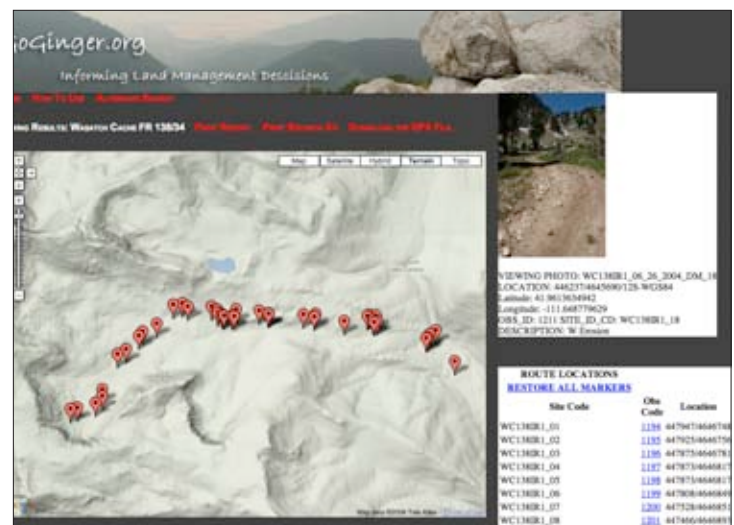
### Witness the Impacts, Document Them, Make a Difference

#### What is the Motorized Use Data Project (MUD)?

Project MUD is a grassroots and volunteer-based data collection and monitoring project for motorized impacts to the UWCNF in northern Utah. Using a field monitoring protocol, Project MUD identified motorized user impacts and utilizes the data to engage the public and the LRD.

Project MUD was launched six years ago when volunteers were first sent into the field to document OHV impacts such as illegal roads, erosion, dispersed camping damage, and motorized intrusions into wilderness areas. Since then, the LRD has utilized Project MUD information to identify trouble areas, post signs, and restore habitat by closing unauthorized routes (see data collection form in appendix). BRWC has offered to set up cooperative data collection projects for both the Logan and Ogden Ranger Districts. Neither has accepted the offer.

During this time BRWC developed a partnership with Great Old Broads for Wilderness (GOBs) who have created a national, Web-based, database that has a user-friendly interface.



Great Old Broads Web-based data base

# Four Examples

## *Steep Hollow*

### *Unauthorized route*

#### Introduction:

Steep Hollow is situated in a high mountain basin where wildflowers, snowshoe hare, deer, elk, and moose flourish in high alpine meadows. This basin typifies the Bear River Mountains sensitive ecosystem and the importance of the “conservation corridor.”

#### Problem:

An ineffective rock barrier allowed illegal travel beyond the end of the authorized route, and irresponsible motorized users deliberately pioneered 1.61 miles of unauthorized route. Once the problem was brought to the attention of the FS, they placed signs at the rock barrier at the end of the authorized route. Currently, BRWC feels the barrier is still ineffective and needs to be reinforced.



Authorized Routes Unauthorized Routes

2004



2004



2008



2004



2008

## *Tony Grove Creek*

### *Early- and late-season snowmobile impacts*

#### Introduction:

The Tony Grove area is one of the most popular recreation areas on the LRD, drawing visitors from around the region. Its beauty, recreation opportunities, and natural values are nationally recognized. During the winter months it is a premier snowmobile and cross country ski recreation area.

#### Problem:

Over the years there has been a significant increase in the amount of snowmobile use and specifically in their use when there is not “adequate snow cover.” This coupled with their increased power has given them the ability to enter into previously inaccessible backcountry and to cross obstacles like unfrozen lakes (at high speeds), streams, bare soil, and rock. This has become a serious problem for public lands.

Project MUD volunteers documented these impacts beginning in 2001 and continued through 2008. During this time period, the data were shared with the district ranger with little or no response. The problem still exists and it continues to be “unmanageable.”



2008



2004

## Providence Canyon

### Introduction:

Providence Canyon is a steep, narrow canyon that borders Providence City, the second largest city in Cache County. There are eight water development sites in the canyon that supply water for city residents. Two thirds of the way up the canyon, an abandoned rock quarry remains and is used as an “unofficial play area.” Extreme vehicles known as “rock crawlers” and hard-core ATV and motorcycle enthusiasts use the quarry and the upper reaches of the canyon. Some of these users even encourage on a Web site using an unauthorized route they call “Road of the Insane” that leaves the upper canyon and climbs to Providence Peak.

### Problem:

The entire canyon is severely impacted. This is a front-range canyon with easy access, and the FS has allowed the rock quarry to be used as an “unofficial play area” for extreme users. Unfortunately, this behavior has carried into the upper portion of the canyon, where unauthorized user-created routes have been established, and into the lower portion of the canyon with high-speed travel and other illegal activities. For example, in the lower canyon there is an area that runs along the authorized route and is approximately ½ mile in length. Along that ½ mile there are 15 entry points behind which is a network of user-created braids, forming 59 intersections, six hill-climbing areas, three shooting areas, and four stream crossings. Impacts include large amounts of trash, hill climbing, rutting, trampling of vegetation, bare and compacted soil, and countless fire rings.

Some of the unauthorized user-created routes run across and through Spring Creek.

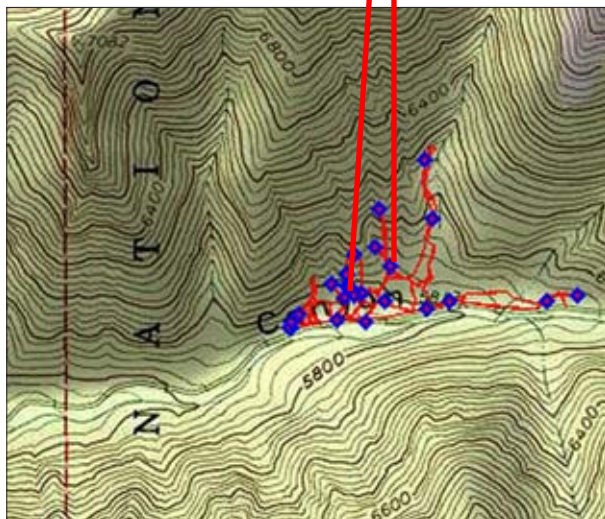
September 2008 BRWC in cooperation with the LRD and Utah State Division of Wildlife Resources built 1200 feet of barrier fence. (See appendix)



2008



2005



2005

## Millville Canyon

### Introduction:

The state of Utah and the FS have designated this 12-mile route as a portion of the 337-mile Shoshone National Trail system that uses interconnected roads and trails. Unfortunately, this (like Providence) is a front-range canyon that has quick and easy access. The route requires high clearance and is a rugged and difficult route.

### Problem:

When Project MUD first documented Millville Canyon it revealed seven miles of unauthorized, user-created, routes in the canyon. One unauthorized route was “under construction” by irresponsible users who were cutting live trees to create their own loop trail.

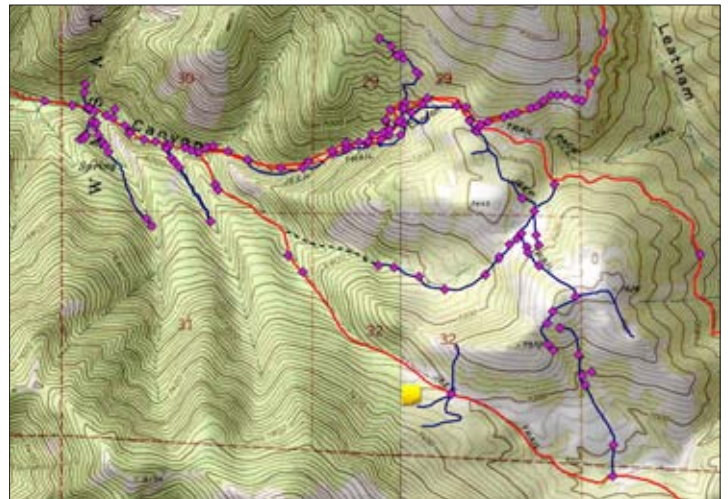
The canyon also had areas where irresponsible users were “digging” or “mudding” in a streambed that had been deliberately dammed to create a “pond.”

The route had numerous braids caused by users avoiding areas of deep rutting and difficult sections along the main route. The poor condition of the route was partly due to early- and late-winter season use when the route was vulnerable and the lack of a maintenance budget.

We believe most of the impacts in Millville Canyon have turned around due to our efforts. (See appendix)



2008



Seven miles of unauthorized routes (blue lines)



Early- and late-winter season use (2006)

## MUD Conclusions

BRWC's analysis of Project MUD data found that volunteers have walked 180 miles of the district's 321.43 miles of authorized roads and discovered 45 miles of unauthorized routes, or 25 percent of the roads they studied on foot. Extrapolating for the entire district, Project MUD's figures suggest an additional 35 miles of unauthorized routes. We want to emphasize the fact that this total of 80 miles is a conservative estimate.

MUD volunteers have witnessed OHVs running haphazardly across the district's pristine meadows, wetlands, riparian areas, creeks, and streams.



## MUD Observations

It appears that the foothills and canyons along the front-range (urban forest interface) have more serious impacts and issues. It appears that the quick and easy access allows a larger number of users to leave from their homes to access the forest.

Over the past several years, BRWC has encouraged and even prodded the district to respond to areas that needed immediate attention. This brought to light the inabilities of the Forest Service to deal quickly with the issues. The growing number of irresponsible users and the impacts they cause seem to be beyond the scope of local and possible national Forest Service officials to address. Currently, this is compounded by budget and staff reductions.

It appears to our organization that there is a lack of political will (within the FS) to close areas severely impacted and to invoke laws specifically designed to protect the public's resources. It seems like difficult decisions are being avoided.

With all this in mind, it is unfortunate that the LRD only has access to the UWCNF road maintenance crew for only 10 days a year to maintain its 300-mile road network. Also, for the past 10 years there has been a serious lack of law enforcement. Only briefly was there a full-time Law Enforcement Officer (LEO) on the district, and they relied on an LEO from the Ogden Ranger District who was at least an hour or two away from any incident. We have been told this will change. As of January 2008, the LRD has hired a full-time LEO, and the new District Ranger has promised Forest Protection Officers will be in the field during high-use periods.

# Recommended Solutions / Secret Senior Weapon

## *Introduction:*

Common ground between responsible user groups is difficult to find, but it is possible. We've proven this, and the FS needs to learn how to cultivate this kind of cooperation and be proactive in its messaging and public relations. Within this context, if the FS were to nurture and foster strong relationships with volunteers and organizations, we believe the successes we've seen would increase. BRWC stepped into this void and was successful, but unfortunately volunteer burn-out is on the horizon.

## *Our Secret Senior Weapon*

BRWC has found one effective solution we believe could easily be adopted and expanded upon by the FS. This solution was accidentally realized through our efforts with volunteers and when implementing restoration projects. It's a simple concept that focuses constant attention on problem areas by officials and volunteers.

After Project MUD identified the seven miles of unauthorized routes in Millville Canyon, we taught a local volunteer, Martha Balph, how to build brush piles, construct simple water bars, and disguise illegal access points. Within weeks she had established a presence. However, irresponsible motorized users didn't take it lightly. As fast as she created obstructions they were destroyed. This only infuriated Balph, prodding her with more determination. She *didn't give up*. As fast as they came down or were crushed, she rebuilt. As fast as signs were shot up or removed, she replaced them.

Coupled with other volunteers photographing illegal activity and reporting license plate numbers that lead to citations being issued, these efforts have had a profound change in the canyon.

This severely impacted canyon is starting to turn around because of Martha's efforts and several of our restoration projects, including our last effort with 110 volunteers.

Finding this type of dedicated volunteer to constantly monitor and repair barriers might not always be possible. BUT, for a small stipend or hiring reasonably priced help from organizations such as Utah Conservation Corps ([www.usu.edu/ucc/](http://www.usu.edu/ucc/)), large gains could be made. Again, these issues become more manageable if administrators concentrate on problem areas and allow the education process to filter through the community.



Secret Senior Weapon, Martha Balph



Brush piles and signs always replaced

## *Specific Recommendations*

- Partner with local organizations (more than restoration efforts but creative and collaborative campaigns)
  - a) Identify problem areas
  - b) Restore impacts with visible barriers
  - c) Maintain restoration efforts from vandals
  - d) Have a long-term presence
    - i) Identify local volunteers who can spend time monitoring and maintaining specific areas and projects
    - ii) Develop programs that follow through to help foster ownership for the volunteers,
    - iii) And for motorized users to “buy into” the restoration efforts
    - iv) Divert law enforcement to the area for short, intense periods (especially evenings and week-ends). They should hand out Travel Maps and information.
  
- The Forest Service should make OHV damage to our forest lands one of its highest priorities. In doing so, prioritizing and closing unauthorized routes and increasing law enforcement activities would provide evidence of a perceptible commitment to the public.
  
- Beyond Travel Plans, FS districts need to evaluate current barriers and route conditions for effectiveness and conditions. A comprehensive plan to address the impacts needs to be formulated and placed into action, utilizing outside resources such as volunteer organizations and local government.
  
- The Forest Service should work more closely with local governments, local users, and organizations to confront the issue and create alternative mechanisms to address the issue. The LRD only asked for MUD data once during the four years and never asked for our monitoring services. A cooperative monitoring program needs to be implemented to offset budget concerns. When occasions to work with a local government or volunteers arise, every opportunity should be pursued to the fullest extent. When budgets are restricted, these partnerships are invaluable and need to be nurtured.
  
- The LRD in particular needs to foster and encourage the development of a long-term, front-range recreation plan with the county and local municipalities. The plan needs to look at dispersed and developed camping, hiking trails, access, and user conflicts. As the population grows and fuel prices increase, the pressure on canyons in the urban/forest interface will drastically increase.
  
- Invoke President Nixon’s Executive Order 11644, which requires that decisions to open an area to motorized use must be based upon the protection of resources, minimization of conflicts among various users, promotion of the safety of all users of public lands, and the minimization of disruption of wildlife and their habitat.

In May of 1977 President Jimmy Carter amended Executive Order 11644 with Executive Order 11989. This order requires the Secretary of the Interior to *close areas to motorized use if it is determined that use will cause or is causing considerable adverse effects on the soil, vegetation, wildlife and habitat.* (Emphasis added)
  
- The FS needs to create an effective OHV monitoring procedure and allocate sufficient resources for the collection of data on use and impacts. The FS needs to publish the information in a yearly report and distribute it to the public.
  
- The FS needs to create and implement an on-the-ground strategy that addresses the immediate need for restoring impacts using more and better-quality barriers and having FS personnel make sure those barriers are continually maintained and signs replaced within days of vandalism.

- More consideration to improving authorized routes so users are not avoiding difficult sections and creating braided or parallel tracks (e.g., Millville Canyon).
- The FS needs to overcome its bureaucratic complexity and attempt to realize how it can establish working campaigns to lead public relations and education efforts.
- The FS could hire seasonal workers to establish civic programs to monitor and maintain restoration projects.
- The Regional Forester needs to develop a system that supports and allows district rangers to close unmanageable routes. This support would provide background information, legal advice, and encouragement to make difficult (political) decisions to protect this country's national forests. We believe aggressive action is needed.
- The FS needs to establish a program to identify appropriate dispersed camping sites, designate them, and only allow dispersed camping in these sites.

A more effective component would be to implement a permit system. A permit system would allow law enforcement to follow up on irresponsible users who previously used the site, and it would make the users of the site aware of that possibility.

A Web-based program to issue permits for these designated sites could be an effective, low-cost method, and in the beginning the program should be cost free to the user.

# Appendix

## *BRWC Restoration Projects*

Once BRWC started collecting motorized impact data it became apparent there were serious issues that weren't being addressed. The data highlighted areas of concern where we partnered with the LRD to implement the following restoration projects.

### *Data Collection 2005 – 2008*

Since our data collection effort began, we've collected data for approximately half of the authorized routes on the district.

So far we collected data for:

- 56 routes that include
- 2,228 data points with photos and
- we walked and documented over 180 miles



Utah Conservation Corps worker collecting data

### *High Creek Fence Project September 25, 2004*

Twenty-three volunteers in cooperation with the Logan Ranger District, built a buck-and-pole fence to deter illegal motorized hill climbs.

Name of organizations who participated: Bear River Watershed Council, Bridgerland Audubon Society, Utah Conservation Corps



High Creek (2004)



High Creek (2008)

*National Public Lands Day  
Millville Canyon Restoration Project  
September 24, 2005*

Thirty volunteers built a 40-foot barrier fence up Millville Canyon and removed a large 15x25' lean-to, wood stove, and sofa. The new fence will protect a side canyon and spring from unauthorized motorized use.

Name of organizations who participated: Bear River Watershed Council, Utah Conservation Corps, Bridgerland Audubon Society, ECOS (USU Student Club), Millville Scout Troop #305, and the Wasatch Outlaw Wheelers (4x4 club)

*Logan Dry Canyon Project  
October 16, 2005*

An illegal structure was removed from Logan Dry Canyon and backpacked out to authorized route.

Name of organizations who participated: Bear River Watershed Council, Bridgerland Audubon Society

*National Public Lands Day  
Millville Canyon Restoration Project  
September 30, 2006*

Construction of 260 feet of barrier fence in Millville Canyon to close off an area for restoration.

The area to be protected has been abused by irresponsible motorized users in the area as a “mudding” or “digging” pond. This is where they drive their vehicles into a wet area and spin their wheels, covering their vehicle in mud.

Name of organizations who participated: Bear River Watershed Council, Bridgerland Audubon Society, Wasatch Outlaw Wheelers, Utah Conservation Corps



“Mudding” area (2005)



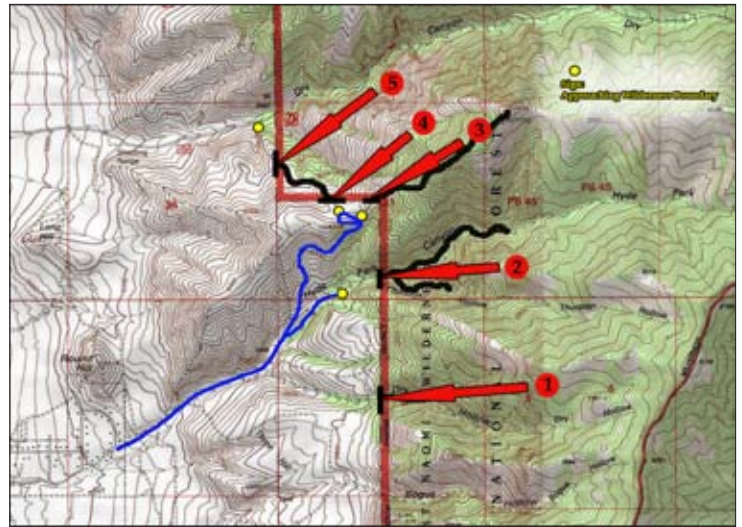
“Mudding” area (2008)

*Hyde Park Canyon/Ridge Restoration Project  
April 21 and May 19, 2007*

Thirty-six volunteers eliminated and restored four unauthorized routes that trespassed into the Mount Naomi Wilderness. The project was funded by a \$5,000 grant from the National Forest Foundation, the official non-profit partner of the U.S. Forest Service, the project was one of 14 awarded throughout the country in 2006. Partnered with REI, the by-invitation Wilderness Volunteer Program supports non-profit groups that worked on projects directly affecting Wilderness Areas in the country's National Forests.

The project's five objectives were to: completely restore, by reseeded, four unauthorized routes into the Mt. Naomi Wilderness; construct vehicle barriers to stop illegal travel; curtail weed dispersal; stop erosion by placing erosion-control barriers in strategic locations; and bring public attention to the issues currently impacting wilderness

Name of organizations who participated: Bear River Watershed Council, Bridgerland Audubon Society, Wasatch Outlaw Wheelers, Utah Conservation Corps, Bio-West, Bridgerland Trail Riders Association, Nordic United, and the Dedicated Hunters program.



2007

2008

*Millville Canyon Minor Restoration projects  
September 30, 2007*

BRWC hired a Utah Conservation Corps worker Travis Taylor for the summer of 2007 as our Project MUD coordinator. This inexpensive method gave us the opportunity to gather data and work on restoration efforts.

It was during this period BRWC and the LRD realized it was impossible to deliver barrier materials to sites in the upper canyon due to the extremely rugged condition of the route. It was then agreed to begin using on-site materials for barriers. BRWC removed an illegal structure and used the material to build a barrier fence to stop a hill climb.



*Providence Canyon Clean-up Project  
November 2, 2007*

Twenty-five students from the USU Parks and Recreation Club worked with BRWC to remove litter from Providence Canyon. Two dump truck loads were removed.

*Millville Canyon Project  
May 31, 2008*

One hundred ten volunteers worked to build barriers protecting and restoring seven miles of unauthorized routes. Diverse user groups worked together on this common-ground issue. Because of the difficult access native materials were used for the barriers.

Name of organizations who participated: Boy Scouts of America, Manufacture Camp Chef who provided a Dutch oven dinner for the volunteers, Utah Bowhunters, Utah Back Country Volunteers, Utah Division of Wildlife Resource's Dedicated Hunters Program, Bridgerland Audubon Society, Backcountry Horsemen, Utah 4-Wheel Drive Association, Bridgerland Trail Riders Association, and the Wasatch Outlaw Wheelers

(See the attached articles in appendix)



Millville Canyon, June 2008





Staging area for Dutch oven dinner for the 110 volunteers (June 2008)



Millville Canyon, April 2008



June 2008



1,200 feet of barrier fence was built in Providence Canyon (2008)



Before the barriers



Awareness concert

*Providence Canyon Restoration Project/Awareness Concert*

*Sept. 6, 2008*

Over one hundred volunteers turned out to build 1,200 feet of buck-and-rail barrier fence and remove hundreds of pounds of garbage that included nails, ammunition casings, pallets, furniture, and 55-gallon barrels. That evening everyone enjoyed a live concert from some of the best local bands to help bring awareness to the issues.

Name of organizations who participated: Manufacture Camp Chef, who provided a dinner for the volunteers, Utah Bowhunters, Utah Division of Wildlife Resource's and their Dedicated Hunters Program, Bridgerland Audubon Society, Utah 4-Wheel Drive Association, and the Wasatch Outlaw Wheelers.

Other sponsors: KSM Music, Cache Valley Musers, Stokes Nature Center (featuring USU geologist and Iditarod musher Sue Morgan), Caffe Ibis, PetZen Products, Oneida Narrows Organization, Cache Critical Lands Conservation Campaign, USU Outdoor Recreation Center, USU Extension Bear River Watershed, USU Parks and Recreation Club, Bridgerland Mountain Bike Patrol, International Mountain Bicycling Association, Clif Bar, Einstein Bros Bagels, Macey's Food and Drug

*Creating Friends of the Canyons*

*Oct. 1, 2008*

BRWC is launching a committee to monitor the projects and report trouble or issues to the FS. The group is tentatively called Friends of the Canyons. We hope to loosely fashion the members after our Secret Senior Weapon. BRWC hopes this group will build on the past experiences to continue the positive momentum.

<b>Project</b>	High Creek 2004 Fence Project	Millville I '05 - Removed Lean-to / Built Barrier Fence	Logan Dry Canyon '05 - Removed Illegal Structure	Millville II '06 - Removed Illegal Structure/Built 2 Barriers	Millville III '06 - Built 260' Barrier Fencing/Restored Stream Channel	Hyde Park '07	Providence Clean-up '07	Millville III - Built Barrier Fencing/Restoration/Bridge/Decommissioned Unauthorized Routes
<b>Revenue:</b>	\$ -	\$ 500.00	\$ -	\$ -	\$ 2,500.00	\$ 5,000.00	\$ -	\$ -
<b>Expenses:</b>								
<b>Materials</b>								
Fencing Supplies	\$ 625.00	\$ 400.00			\$ 1,305.00	\$ 1,294.00		
Hay						\$ 40.00		
Maps/Instructions								\$ 158.00
Wages						\$ 260.00		
Printing/Promotion						\$ 1,837.00		
Equip't. Rental						\$ 617.00		
Other (Food, Etc.)	\$ 35.00					\$ 326.00		\$ 342.00
Gifts-In Kind (Food, Fuel)	\$ 150.00	\$ 200.00				\$ 200.00		\$ 150.00
<b>Total Expenses</b>	\$ 810.00	\$ 600.00			\$ 2,425.00	\$ 4,574.00	\$ -	
<b>Volunteer Hours</b>								
Planning # of People	1	1	1	1	1	1	1	1
Total Hours	30	25	2	8	60	120	4	360
# of Volunteers	23	30	2	3	32	36	23	110
Project	184	240	16	24	256	432	92	880
<b>Total Hours</b>	214	265	18	32	316	552	96	1240

During this time period, BRWC's total expenditures were \$18,000; however, our financial records were not tracking data collection as a single program and therefore all expenses incurred were included in the general budget.



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## Millville Canyon project brings together all sorts of backcountry users

**By Tom Wharton**  
**The Salt Lake Tribune**

Article Last Updated: 06/02/2008 12:58:31 AM MDT

MILLVILLE - Environmentalists, ATV riders, four-wheel-drive enthusiasts, hunters, Boy Scouts and horseback riders seldom see eye to eye on anything to do with public lands and their management.

So what were more than 100 people representing all of those groups doing working together in Millville Canyon south of Logan this weekend?

Wasatch Outlaws Four-Wheel Drive Club member Shaun Howard, of Brigham City, had a simple explanation.

"All of these groups have the same goal, which is to preserve the mountain forever," he said. "We might have different viewpoints about how the mountain should be used but we can still want to come together like this."

The work project on the Logan Ranger District of the Uinta-Wasatch-Cache National Forest brought together groups that often demonize each other when debating how public lands might be used.

Organized under the auspices of the Bear River Watershed Council, the weekend's work project included volunteers from the Backcountry Volunteers, the Wasatch Outlaws, Bridgerland Audubon Society, a Boy Scout group from nearby Hyrum, the Bridgerland Trail Riders Association ATV group and the Utah Backcountry Horsemen, as well as dedicated hunters.

Dan Miller, executive director of the Bear River Watershed Council, chose his words carefully when describing what the volunteers enjoying beautiful spring weather, a Dutch oven dinner and a lot of hard work were trying to accomplish.

Knowing that using the word "closed" might alienate motorized recreation users, he said the project, that included building barriers and placing obstructions to block use of about 7 1/2 miles of illegal motorized trails in the canyon, was a "restoration."

He said he had no problems with motorized users enjoying the 5 1/2 miles of legal roads in the canyon developed decades ago and providing the only motorized access to the popular Shoshone ATV trail in this area.

"We've never advocated shutting this canyon down," he said. "It's in bad shape but if we get things under control, it should stay open, no doubt

about it."

One of the most useful parts of the projects involved volunteers using the skills of Wes Thompson, a hydro-geologist from Bio-West, to create water bars to divert flowing water off the rugged dirt road to

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Scott Greenwell hauls shovels up the canyon. (Tom Wharton/The Salt Lake Tribune)

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control sediment and erosion.

Jennefer Parker, the Logan District ranger for the Uinta-Wasatch-Cache National Forest, called the resource value of what the hard working volunteers did "dramatic."

"We can't do this ourselves," she said, adding that responsible motorized groups that promote legal trail use are effective in preserving access.

Still, in an era where user groups seem more inclined to fight and go to court than to work together, it seemed strange to see motorized trail users putting up barriers to limit use.

Four-wheel enthusiast Larry Olsen of Ogden said groups like the Wasatch Outlaws have worked on projects such as this one for a long time. He passed out bumper stickers proclaiming four-wheelers as true environmentalists.

"When we start working together, we find that we're not all that different," said four-wheeler John Fritsche, of Ogden.

"This encourages people to stay on the trail," added four-wheeler Fred Westra, of Clearfield.

Guy Perkins, who works for Cache County-based Camp Chef and is an avid hunter, including being a member of the Cache Mule Deer Recovery Group, brought some hunters into the mix in an effort to preserve both habitat and some motorized access.

On the other end of the spectrum, members of the Backcountry Volunteers backpacked to near the top of the canyon to help with the project and paid \$100 to participate.

At the end of the day, with barriers up blocking illegal routes and newly built water bars diverting water off the eroding main road into the natural streambed, many members of the groups enjoyed one another's company and dinner in a green meadow.

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## Peace parley: Divergent interests converge in the forest

Tribune Editorial

Article Last Updated: 06/06/2008 10:34:07 AM MDT

The popular notion is that passive-recreation lovers and off-road-vehicle enthusiasts are eternally at odds, like cats and dogs. In that light, a work detail in Millville Canyon near Logan last weekend was a mythbuster.

Assorted gearheads and treehuggers - environmentalists, hunters, horseback riders, birdwatchers, Boy Scouts, backpackers, all-terrain-vehicle riders and four-wheel-drive aficionados - worked side by side in the Uinta-Wasatch-Cache National Forest on a restoration project.

To what do we owe this surprise gathering orchestrated by the Bear River Watershed Council? A court order? Nope. It was a voluntary meshing of muscle and meeting of the minds, an acknowledgment that a mutual love of public lands and the great outdoors outweighs the difference of opinion on how those lands should be enjoyed.

It doesn't happen often enough. The animosity that too often lands the opposing interests in court are understandable, and perhaps unavoidable.

While bicyclists, birdwatchers, horseback riders and hikers go about their business unobtrusively, and say they leave nothing but footprints behind, those who take to the forests, deserts and plains on motorized machines disturb the silence and leave unsightly evidence of their passing.

Conversely, those who travel the public lands on their heels instead of wheels have access to every inch of ground and despair to share, to the chagrin of motorized users, who also pay their taxes and stake claim to the land.

The differences of opinion were laid aside last weekend, and the land they all love was the primary beneficiary.

To fight soil erosion and stream sedimentation caused by unauthorized OHV and ATV riding, the group constructed diversion "bars" to channel runoff away from the dirt roads. And to channel riders toward the canyon's 5.5 miles of legal roads and allow the illegal trails a chance to heal, they constructed roadblocks to deny access to the small minority of riders who flout the rules.

ATV and OHV enthusiasts used their vehicles to carry shovels and tools into the canyon, and the assorted groups with divergent interests gathered as one to restore damaged areas and assure, through cooperation and newly forged alliances, future access for all.

It won't signal an end to the conflict. But it's a good start.

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