

**Coeur d'Alene River Ranger District**  
**Travel Plan 2006 – Overview**  
**May 2006**

**Why Are We Here?**

- ◆ Outdoor recreation is central to why many of us live in North Idaho.
- ◆ Motorized recreation is recognized as a legitimate use – in the right place.
- ◆ Route designations will involve working with local communities.

**Purpose of the Travel Plan Project**

- ◆ Bring the current travel plan into compliance with laws, regulations and other management direction.
- ◆ Designate a sustainable route system for public access and recreation travel on the District.
- ◆ Identify types of use and restrictions associated with each designated motorized route.

**Key Steps in the Process**

1. Review existing travel management direction.
  - IPNF Proposed Land Management Plan describing the desired condition for the Forest, and establishing the objectives, suitability and guidelines that help achieve those desired conditions.
  - 2005 Travel Management Rule issued by the Forest Service, directing that Travel Management Plans be developed within the next four years, designating roads, trails and areas open to motorized vehicle use by vehicle class and, if appropriate, by time of year.
  - 2005 court ruling by a federal judge directing that the District's 2001-2005 Travel Plan be remanded for further action consistent with the requirements of the National Environmental Policy Act and all other applicable laws and regulations within three years.
2. Assemble resource and social data through collaboration with the public.
  - Identify roads and trails for consideration.
  - Identify natural resource conditions.
  - Identify user demand and social and economic interactions.
3. Use travel analysis to propose changes to roads and trails to meet users' needs while protecting natural and cultural resources, as well as protecting public safety while minimizing resource damage, facility deterioration, and law enforcement issues.
  - Begins with the baseline system of roads and trails as a starting point – the current roads and trails managed for motor vehicle use, with any restrictions or prohibitions on motor vehicle use (the 2001 Travel Plan with the 2003 Amendment and any changes made under NEPA since then, such as the closure of Road 625). Some user-created routes may be appropriate for inclusion in the transportation system, but site-specific environmental analysis is required; therefore user-created routes will not be considered under this Travel Plan project, but may be considered under separate proposals.
  - Results in a set of proposed changes to the transportation system (the Proposed Action), considering recreation experience (types of use, vehicle classes, difficulty level, safety, loops, etc.); environmental issues (soil, water, vegetation, wildlife, cultural resources, cumulative impacts, relationship to other

forest uses, etc.); and operational issues (speed, volume and distribution of traffic; support from user groups and other agencies; access for emergencies, maintenance and enforcement; funding for maintenance, operation and enforcement; etc.).

- Will be done through collaboration with a variety of user groups, environmental organizations, other agencies, interested individuals and the general public.

#### 4. Environmental Analysis and Decision Making.

- Analysis and decision-making process follows the National Environmental Policy Act (NEPA).
- Level of environmental documentation depends on the scale, scope and nature of proposed changes, and the site-specific issues involved. We'll complete an environmental assessment (EA) to determine the significance of impacts.
- Includes analysis of a No-Action Alternative (the Travel Plan that existed in 1998), a Proposed Action Alternative (which we're developing in collaboration with the public), and any other reasonable alternatives proposed.
- Effects considerations include natural and cultural resources, public safety, recreation opportunities, access needs, conflicts among uses, and maintenance and administration.

#### 5. Publish the Motor Vehicle Use Map.

- Displays only roads and trails designated for motor vehicle use.
- The principal enforcement tool for motor vehicle regulations.
- Available free to the public.
- Updated annually.
- Does not replace visitor maps or other maps intended to convey visitor information.

#### 6. Implement, Monitor and Revise.

- Implementation requires effective public education and enforcement. We'll need to educate visitors on travel regulations and designations, install signs, maintain designated roads and trails, and establish cooperative and volunteer agreements for sustainable maintenance and funding.
- Monitoring will help provide the information needed to determine what, if any, changes are needed each year. Project implementation monitoring will assure compliance with the Land Management Plan and project decisions. Effectiveness monitoring will assure management actions are achieving desired outcomes. Program monitoring will track and evaluate ecological, social and economic trends. Validation monitoring will verify assumptions and models used in project implementation. The monitoring plan must emphasize realistic, cost-effective commitments that we can meet.
- Monitoring information will be used to re-evaluate decisions and change them when necessary.
- Changes will be addressed on a site-specific basis under NEPA.
- Motor vehicle use maps will be re-published annually to reflect changes in designations.

***Our goal is clear – Working together, we can address the growing demand for motorized recreation while protecting the environment and assuring that our national forests provide clean air, clean water, and abundant wildlife for future generations.***