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Department of
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Forest Service
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Idaho Panhandle
National Forests

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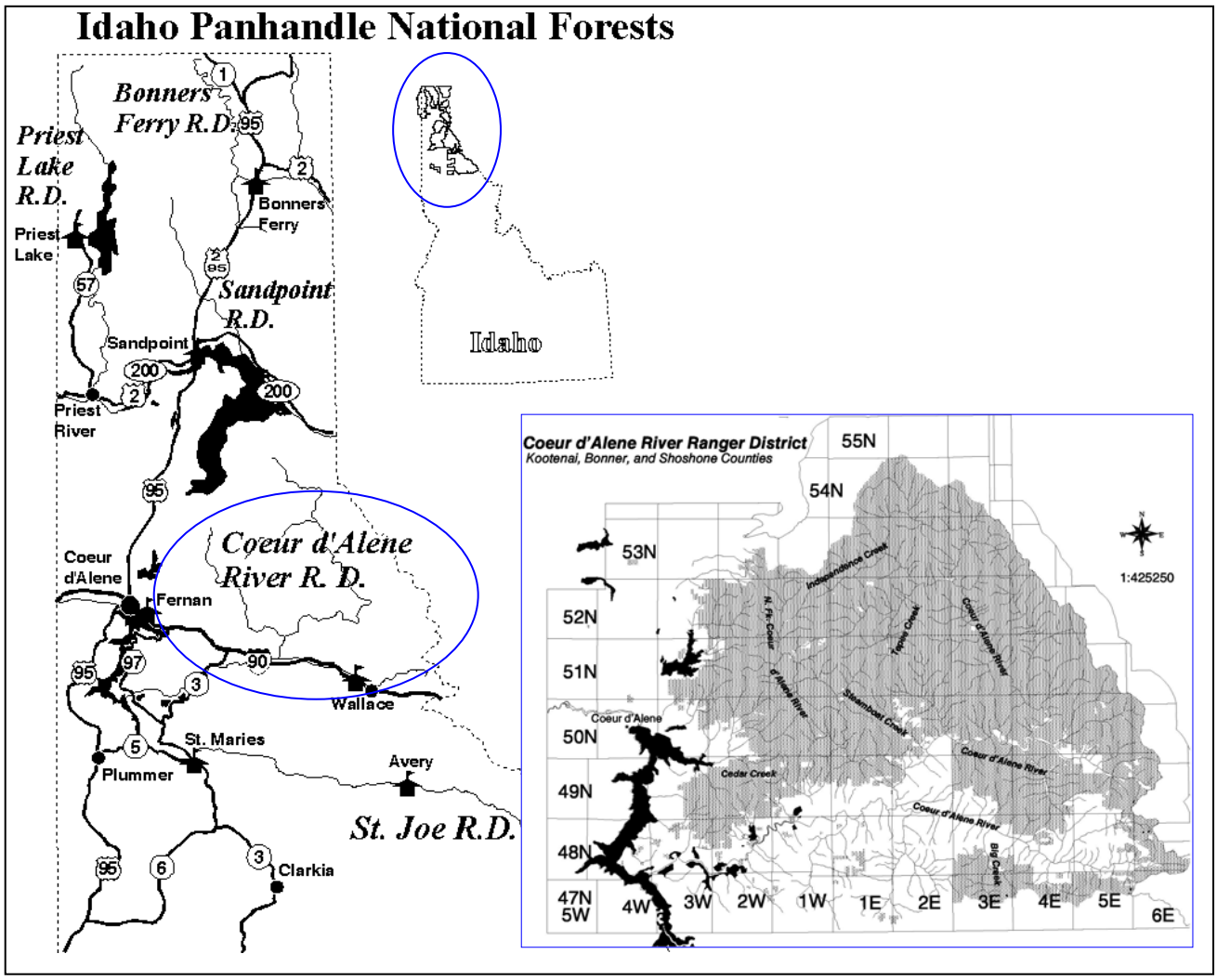
Coeur d'Alene River Ranger District

Travel Plan Project
Environmental Assessment

Figure EA-1. Vicinity Map of the Coeur d'Alene River Ranger District.



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CHAPTER 1 - PURPOSE & NEED FOR ACTION

1.A. INTRODUCTION

The maze of roads and trails that allow access into all but the deepest backcountry of the Coeur d'Alene River Ranger District (the District) didn't appear overnight. Historically, roads were built following early paths and trails, frequently along streams, rivers and lakes. Today we recognize the important habitat these fragile areas provide for a variety of fish, plants and wildlife.

Over a period of decades, roads were built for mining and timber harvest. In addition, roads were added to provide access for fire control and management of forest resources. The past few decades have seen development of motorized recreation vehicles that can climb higher, faster and further than ever before. Even in the 1960's, a 50-mile trip just for the fun of it was a rare occurrence. Today, there are many more people living in northern Idaho and eastern Washington. Visitors come to the Coeur d'Alene River Ranger District every day of the week and think nothing of traveling 50 miles or more for a recreation related experience. As a result, the scattered trails that were once traveled only by horse or on foot have become a widespread network heavily used for all means of recreation.

As the needs and uses continually change, so do the laws and regulations that guide our management of roads and trails on National Forest System lands. Recreation opportunities are managed to protect National Forest System lands for the benefit of all users. Motorized travel on the Coeur d'Alene River Ranger District is managed through a Travel Plan that is periodically updated to reflect changing conditions and uses in accordance with the Land and Resource Management Plan for the Idaho Panhandle National Forests (referred to throughout this document as simply the "Forest Plan").

The Forest Plan directs that transportation facilities will be constructed, managed and maintained to meet management area goals in a cost effective way while meeting safety, user and resource needs (see Forest Plan Goal #21, p. II-2, and Objective "r," p. II-10).

The Forest Plan further states that all roads on National Forest lands shall remain open for public use unless there are sound reasons in the interest of the public and/or resource protection for their closure, including: 1) protection of the road surface and/or soil and water resources; 2) protection of fish and wildlife species and/or their habitat; 3) to

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provide for a full range of recreational experiences; 4) protection of private and/or government equipment, products, and facilities; 5) enforcement of closures ordered during periods of extreme fire danger; and 6) to provide for public safety (Forest Plan, Appendix R, pages R-1, R-2).

The Forest Service has prepared this Environmental Assessment (EA) in compliance with the National Environmental Policy Act (NEPA) and other relevant federal and state laws and regulations to document the environmental effects of the proposed District Travel Plan. The EA discloses the direct, indirect, and cumulative effects that would result from implementing each of the alternatives.

Other goals (identified in the IPNFs Forest Plan, Chapter II) that were influential in setting the context of this project include:

Goal 2 – Provide for a variety of dispersed recreation opportunities.

Goal 10 – Manage big game habitat toward achieving the goals of the Idaho Department of Fish and Game.

Goal 11 – Manage the habitat of animal and plant species listed under the Endangered Species Act to provide for recovery as outlined in the species recovery or management plans. Manage habitats to maintain populations of identified sensitive species of animals and plants.

Goal 18 – Manage high quality water to protect fisheries habitat, water based recreation, public water supplies, and be within the state water quality standards.

Goal 21 – Develop and manage roads to the minimum standards and miles necessary to meet the objectives of the management areas.

The IPNF Forest Plan is currently undergoing revision, and should be completed in 2009. The Proposed Action has been developed to be consistent with the 1987 Forest Plan, and will be updated as necessary, with the involvement of the public, once the Revised Forest Plan is available.

1.B. BACKGROUND

The Coeur d'Alene River Ranger District encompasses approximately 732,000 acres of National Forest System lands. It is located in the northern panhandle of Idaho; primarily within Kootenai and Shoshone Counties, with a small portion in Benewah County. The road and trail system was created over several decades. Its development was influenced by land ownership, use of Forest resources, legislation, recreation demand, and changes in public needs and desires.

Management of what is now known as the Coeur d'Alene River Ranger District has come full circle in the past century. Originally designated as the Coeur d'Alene Forest Reserve in (what year), it became the Coeur d'Alene National Forest in (what year). In 1976, management of the Coeur d'Alene National Forest was consolidated with the St. Joe National Forest and portions of the Kanisku National Forest, to form the Idaho Panhandle National Forests (IPNFs). Under the IPNFs, the land area of the Coeur d'Alene National Forest was managed by the Fernan and Wallace Ranger Districts. In 1996, the two Districts were consolidated into a single management unit to form the Coeur d'Alene River Ranger District of the IPNFs, with offices in Coeur d'Alene and Smelterville, Idaho. From a travel planning standpoint, the District managed motorized use under the two separate travel plans of the Wallace and Fernan Ranger Districts through 1998. In the context of the present analysis, these are referred to as the **"1998 Travel Plans."**

A subsequent review of the separate travel plans indicated several inconsistencies in strategy and management objectives. The District set out to prepare a new Travel Plan encompassing the entirety of the Coeur d'Alene River Ranger District. An environmental assessment was prepared to document public involvement, alternatives, analysis, and effects disclosure. As a result of the assessment, a new Travel Plan was issued in 2001, with the understanding that the plan would be revised every couple of years to reflect changes. Accordingly, the District amended the Travel Plan in 2003 based on public comment and agency analysis. In the context of the present analysis, this is referred to as the **"2001 Travel Plan as Amended."** The miles of routes designated for each vehicle class under that travel plan are displayed in the following table.

Table EA-1.- Summary of motorized routes available under the 2001 Travel Plan as Amended.

	Miles available to full-size vehicles	Miles available to 4WD vehicles	Miles available to ATVs	Miles available to motorcycles
Roads designated for ***shared*** motorized uses with no seasonal restrictions	1,095	1,095	1,095	1,095
Roads designated for ***shared*** motorized uses with a variety of seasonal restrictions	85	85	85	85
Trails designated for motorized uses with no seasonal restrictions	0	0	136 *(shared with motorcycles)*	359 *(includes 136 miles shared with ATVs)*
Trails designated for motorized uses with a variety of seasonal restrictions	0	0	154 *(shared with motorcycles)*	162 *(includes 154 miles shared with ATVs)*

The District operated under the 2001 Travel Plan as Amended until a lawsuit was filed against the Forest Service alleging the Travel Plan did not comply with certain provisions of the National Environmental Policy Act. An **Idaho District Court ruling** dated March 31, 2005 (Case No. CV 03-344-N-EJL, The Lands Council v. Swick and USDA; Project File Doc. PIC-67) directed the Forest Service to develop a Travel Plan based on the process provided by the National Environmental Policy Act (NEPA). In the interim, "The Court will allow the 2001 Travel Plan and the 2003 Amendments to remain in place, with the exception of Road 625…" The Court found that "Keeping Road 625 open to motorized travel, other than limited travel by the BPA [Bonneville Power Administration], could result in irreparable harm to the environment, and orders its closure." In accordance with the order, Road 625 was closed to motorized use in 2005. All other route designations stayed the same as under the amended 2001 Travel Plan.

On December 9, 2005 the Forest Service finalized a new rule for managing motorized use on National Forest lands. The new rule requires each Forest to designate routes, trails and areas suitable for use by motorized vehicles, and precludes motorized travel off of these routes or areas. It requires all National Forests to complete travel management plans in compliance with the new rule, and produce a motor vehicle use map to be published annually (**Travel Management - Designated Routes and Areas for Motor Vehicle Use - Final Rule**, 36 Code of Federal Regulations [CFR] 212, 251, and 261) (Project File Doc. PIC-68). Activities exempt from the Travel Rule include aircraft, watercraft, over-snow vehicles, limited administrative use, emergency and law enforcement response, national defense purposes, and uses specifically approved under a written authorization (for example, a preferred fuelwood cutting permit, grazing permit, special use authorization, or easement). The Rule is to be implemented by all National Forests within four years of the date of the Rule issuance.

1.C. PURPOSE AND NEED FOR THE PROPOSAL

Up until a few decades ago, the land and resources of the area now managed as the Coeur d'Alene River Ranger District seemed capable of handling the variety of uses enjoyed by the public, including off-route vehicle use. Evolving technology allows people to traverse portions of public land that were inaccessible ten years ago. Along with an increase in both income and leisure time, this has created a variety of concerns surrounding travel management on public lands. The Travel Plan Project is needed to address these concerns, and to comply with direction under the 1987 Forest Plan, 2005 Idaho District Court Order, and 2005 Final Travel Rule. Based on this collective need and direction, the purpose of the Travel Plan Project is to:

- *Designate a sustainable motorized route system for public access and recreation travel on the District.*
- *Bring the current travel plan into compliance with laws, regulations and other management direction.*
- *Provide a diversity of motorized and non-motorized opportunities while balancing the needs of forest resources, such as water quality, fish and wildlife habitat, and rare plants.*
- *Identify the types of use and restrictions associated with each designated motorized route.*

CHAPTER 2 – ALTERNATIVES

2.A. DEVELOPMENT OF ALTERNATIVES

2.A.1. Starting Option for the Proposed Action

The Travel Plan Project Team (Team) identified a set of activities that would address the purpose and need for the project; this is called the **Proposed Action.** The Team believed it was critical to engage the public "up front" in developing a travel management proposal. They developed a Public Involvement and Collaboration Plan to inform and engage key audiences throughout Travel Plan development (Appendix A, Introduction). A web page *(www.fs.fed.us/r1/ipnf/projects/travel_plan)* was developed to share travel planning information with the public. Copies of management direction that would guide the travel planning process (including the 2004 "Off-Highway Vehicle Use on National Forests: Volume and Characteristics of Visitors" and the 2005 Travel Rule as published in the Federal Register) were posted to the project web page for public perusal.

A variety of tools was used to reach each segment of the public. In April 2006, a public initiation letter was mailed to 318 addresses, introducing the project, providing a timeline of key checkpoints in the process, and announcing upcoming open-house meetings (PF Doc. PIC-06). The same information was emailed to 17 people. The initiation letter also provided a registration slip for the recipient to return to indicate whether they wanted to remain on the project mailing list, as well as a comment sheet to provide suggestions for meetings and other facets of the public involvement process (PF Doc. PIC-06).

Early collaboration allowed people interested in travel planning on the Coeur d'Alene River Ranger District to share information and identify concerns, and was a beginning point from which to develop alternatives. Collaboration was accomplished primarily through several open-house meetings held in Coeur d'Alene and Cataldo, Idaho. Prior to each meeting, information was distributed through the media, flyers, letters, emails, and/or personal contacts.

Developing the travel management proposal was a fairly formidable undertaking. As mentioned in Chapter 1, the Coeur d'Alene River Ranger District encompasses approximately 732,000 acres of National Forest lands with an extensive road system built mostly in the last half of the 20th century. There are an endless number of permutations of designated routes and travel management considerations. A beginning point or **Starting Option** was needed to facilitate public discussion and provide a means for considering user needs and potential issues associated with motorized use. Based on previous travel planning efforts on the district, the Team identified two possible options as a beginning point: 1) the 1998 Travel Plans, and 2) the 2001 Travel Plan as Amended.

The 1998 Travel Plans were the last authorized plans prior to the revisions documented in the 2001 Travel Plan as Amended. They reflected previous project-by-project NEPA-based decisions to regulate motorized use, and the recreation and resource management direction of the respective District managers at the time. As presented, the 1998 Travel Plans do not comply with the 2005 Travel Rule. The two plans, one for the Wallace side and one for the Fernan side, do not provide the public with a uniform strategy for managing motorized travel with clearly designated vehicle class and seasonal uses, and they do not specifically preclude cross-country motorized use off of designated routes.

The 2001 Travel Plan as Amended was developed to provide a uniform strategy across the Coeur d'Alene River Ranger District for managing motorized travel in balance with other resource management needs and agency direction. This Plan was developed with significant public involvement and environmental analysis, and was in alignment with Forest Plan direction (PF Doc. PIC-109). The public was provided with numerous opportunities to participate and comment on development of the 2001 Travel Plan, through the media, mailings to interested parties, and public meetings. As with the current travel planning effort, each proposal submitted by the public for the 2001 Travel Plan was reviewed to assess whether implementation would conflict with resource management policies or objectives, or would require site-specific planning and decisions before

implementation was possible (for example, if implementation would involve new construction, easements or rights-of-way, etc.). Although it was developed prior to the 2005 Travel Rule, the 2001 Travel Plan is generally consistent with the tenets of the new rule, including a prohibition against cross-country use off of designated routes. Furthermore, in his March 2005 decision on travel management on the Coeur d'Alene River Ranger District, US Magistrate Mikel H. Williams directed that the 2001 Travel Plan as Amended be used to guide interim management of motorized use on the District (PF Doc. PIC-103).

With these considerations in mind, **the 2001 Travel Plan as Amended was selected as the "Starting Option".**

2.A.2. Modifications to the Starting Option

The Team reviewed the 2001 Travel Plan as Amended and associated travel plan map to determine if there were any changed route designations as a result of subsequent project NEPA decisions or any mapping errors. The review led to adjustments on 15 routes or route segments. These adjustments were incorporated into the Starting Option. (See Appendix C for a description of each adjustment.)

As modified, the Starting Option was used as a tool for opening dialogue with other agencies and interested publics. A collaborative approach was used to involve these parties in further refinement of the Starting Option. The Team used a number of public involvement tools, including a series of four open house meetings, to help them identify user preferences for motorized and non-motorized recreation opportunities and other changed conditions influencing motorized travel.

An Introduction: An open-house meeting was held on April 27, 2006, in Coeur d'Alene, Idaho, to introduce the travel plan revision project and provide an overview of the travel planning process. Exhibits included maps of the Coeur d'Alene River Ranger District that displayed:

1) *the current designated road and trail system (the Starting Option);*
2) *roads and trails not currently designated for motorized use but which were believed to be drivable and could be considered for designation;*
3) *roads and trails not currently designated for motorized use and which are not known to be drivable; and*
4) *areas throughout the district with known resource concerns related to wildlife, aquatic resources, and recreation experiences that are not compatible with motorized travel.*

These maps were also provided to attendees on compact disk. A total of 38 people signed in at the meeting, with a few others attending but choosing not to sign the meeting register.

Proposal Identification and Screening: Two open-house meetings were held to allow the public to develop proposed changes to the Starting Option. Proposal screening criteria were provided to guide their efforts and Team resource specialists were available for consultation. Further discussion of the proposal identification and screening process is provided in section 2.A.3., below. Approximately 75 people attended the May 31, 2006, meeting at Cataldo, Idaho; with approximately 54 people attending the June 22, 2006 meeting in Coeur d'Alene, Idaho. Attendees represented individual interests, motorized recreation, winter recreation, nonmotorized recreation, and environmental organizations (Appendix A, p. A-4).

Proposal Disposition: The purpose of this open house meeting was to give feedback to those who provided proposed changes to the Starting Option based on the Team's review of each proposal against the screening criteria. The proposed changes that made it through the screening criteria were used to refine the Starting Option into the Proposed-Action Alternative. A total of 51 people signed in to the meeting held on September 28, 2006, in Coeur d'Alene, Idaho (others attended, but chose not to sign the meeting register). For further information see Appendix A, p. A-4).

2.A.3. Proposal Identification and Screening

Using a "Checklist for Proposed Changes" the public had the opportunity to identify specific route or use changes to the Starting Option. During the May 31 and June 22, 2006 meetings, proponents were guided through a process designed to assess the feasibility of their proposals. Each proposal was registered in a database and given an identification number for tracking purposes. With the help of Team members, each proposal was marked on a large District map using its identification number. The proposals were then checked against the initial (Level 1) screening criteria, as described below.

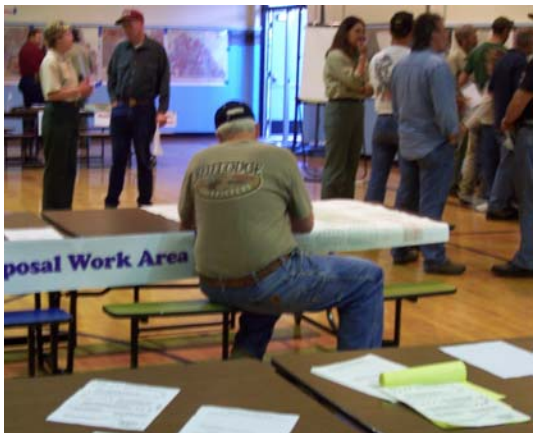


Figure EA-2. Photos from the May 31, 2006, public meeting to assess proposals.

Initial (Level 1) Screening

The initial screens were designed to make sure the proposals were consistent with Forest Plan direction and other law, regulation or policy, the 2005 Travel Management Rule, the 2005 Court Order, and associated timelines. These initial screens are identified below, with a brief explanation of why the criteria were appropriate.

- **Proposals were not advanced if they would potentially conflict with areas on the District where motorized use is restricted or prohibited by closure order, or conflict with Forest Plan standards and guidelines that could not be mitigated.** For example, where site-specific closure orders have been issued to protect sensitive vegetation or fragile riparian areas (see Section 2.B.2). Any proposals not consistent with Forest Plan standards (such as for aquatics, wildlife, or other resources) could not advance.
- **Proposals were not advanced if they would conflict with travel management strategies on neighboring federal, state or tribal lands (for example, designating a motorized route that would lead into an area designated as non-motorized on a neighboring district or national forest).** In designating National Forest System routes, the responsible official must consider (with the objective of minimizing) conflicts between motor vehicle use and existing or proposed recreation uses of National Forest System lands or neighboring Federal lands (2005 Travel Rule, §212.55).
- **Proposals were not advanced if they would require designation of a user-created route, new construction, or reconstruction of a route**. User-created routes have been developed without agency authorization, environmental analysis, engineering design, or public involvement, and therefore are not included in the District inventory (i.e. not maintained to Forest Service Standards for safe public use). To be considered for addition to

the Travel Plan, a user-created route must comply with Forest Service standards for safe use by the proposed vehicle class. The same goes for proposed routes requiring new construction or reconstruction. The Forest Service must also assess a route's suitability and needs for improvement, including engineering survey and design, provide for public involvement, develop a detailed proposed action, assess environmental effects, prepare documentation in compliance with the National Environmental Policy Act (NEPA), and procure funding and/or resources needed to develop, manage and maintain the route to appropriate standards. Since accomplishing these tasks would take longer than the timeframe allowed by the 2005 Travel Rule and 2005 court decision, user-created routes and routes requiring reconstruction or new construction were not considered. That is not to say that those routes may never be designated for motorized travel. The District will work with user groups and others to identify such routes and consider them on a site-specific basis for separate project analysis in the future.

- **Proposals were not advanced if they were too generic to map (for example, "close all roads to motorized use," or "open all routes to motorized use").** These generic suggestions reflected a desire for one type of recreation over another, but would not meet the purpose and need for this project.
- **Proposals were not advanced if they did not recommend any change from the existing conditions (for example, "Keep Trail XYZ open to motorized use").** The Starting Option provided a baseline for a level of motorized use across the District. The Team was looking for proposed changes to that Starting Option in developing the Proposed-Action Alternative.
- **Proposals were not advanced if they involved a route through private land for which the Forest Service does not hold any legal right-of-way or easement.** Many roads and trails on National Forest System lands originate on or cross non-federal land, which requires acquisition or reservation of a right-of-way across that land by the Forest Service. The Forest Service seeks, wherever possible, to secure or retain public access to Federal lands by purchasing or exchanging rights-of-way and reserving rights-of way in land exchanges. Acquiring such rights-of-ways can be a lengthy process, and would take longer than the timeframe allowed by the 2005 Travel Rule and 2005 Court decision.
- **Proposals were not advanced if they addressed winter (over-snow) travel**. Over-snow travel represents a different set of management issues and environmental impacts than other types of motor vehicles. Therefore, the 2005 Travel Rule exempts over-snow vehicles from the mandatory designation scheme provided for under §212.51, but retains a manager's ability to allow, restrict or prohibit snowmobile travel as appropriate on a case-by-case basis (§212.81). The scope of this travel planning effort was for non-snow modes of motorized travel.

The preceding criteria were shared with proponents so they could develop their proposals accordingly. Maps and other supporting information were available to proponents to assist them in their efforts. Team members were also at the open-house forums to clarify criteria and answer questions. Approximately 200 proposals were received and reviewed against these initial (Level 1) screens. Disposition of specific proposals and associated rationale is provided in Appendix E.

Advanced (Level 2) Screening

Proposals that advanced through the initial (Level 1) screening were subjected to a more intensive advanced (Level 2) screening. These screens addressed issues that required further analysis by the Team to determine a proposal's compliance with the Forest Plan and other applicable laws, regulations and policies, such as the Endangered Species Act.

For each proposal, the Team looked at the District's travel system as a whole (Starting Option plus proposals advancing from Level 1 screening) and considered:

- *Recreation experience (types of use, vehicle classes, difficulty level and safety, and ability to link routes, attractions and facilities)*
- *Environmental issues (soil, water, vegetation, fish and wildlife, and cultural resources, and the relationship between motor vehicle use and other national forest uses); and*
- *Operational issues (speed; volume, type and distribution of traffic; support from user groups and other agencies; access for emergency, maintenance and enforcement; and ability to fund maintenance, operation and enforcement of the system).*

Extensive coordination occurred with representatives of Idaho Department of Fish and Game, including review of the Starting Option and each proposal. Appendix E contains information on the disposition of each proposal and the associated rationale. Those proposals that were consistent with the advanced (Level 2) screens were incorporated into the Starting Option. The resulting product was the Proposed-Action Alternative. The Proposed-Action Alternative is fully described in section 2.B.

2.A.4. Scoping

In March 2007, the District Ranger sent a scoping letter to a mailing list comprised of 179 individuals, organizations, agencies, and tribal representatives (PF Doc. PIC-57). The 13-page letter described the project background, purpose and need, how the proposed action was developed, and specific changes in travel management under the Proposed-Action Alternative (PF Doc. PIC-57). Information on how to comment during the scoping period was provided, as was a project schedule and other related information. This same information was shared with the public at open-house meetings on April 10, 2007 in Cataldo, Idaho and on April 12, 2007 in Coeur d'Alene, Idaho.

During the 60-day scoping period, 107 comments (letters and emails) were received from the public. All comments received were reviewed to identify any issues that had not already been addressed through the collaborative process or during development of the Proposed-Action Alternative. (Concerns eliminated from further study are identified in Appendix B.)

Based on review of the comments, the Team and Responsible Official determined there were no new issues. However, there were areas of concern for some resources that are sensitive to travel planning decisions, and the level of effects to each concern would vary by alternative. These resource concerns include:

Recreation Concerns:	*Influence of the Travel Plan Alternatives on opportunities for motorized and nonmotorized recreation activities during the spring, summer and fall.*
Wildlife Concerns:	*Influence of the Travel Plan Alternatives on Threatened, Endangered, Sensitive and Management Indicator wildlife species, and forest bird species.*
Noxious Weed Concerns:	*Influence of the Travel Plan Alternatives on the introduction or spread of noxious weeds and their influence on Threatened, Endangered, and Sensitive plants and Forest Species of Concern.*
Aquatic Concerns:	*Influence of the Travel Plan Alternatives on contributing sediment to area streams and the influence of sediment on fish species.*

The No-Action Alternative and Proposed-Action Alternative were evaluated in terms of these areas of concern. A summary comparison of effects is provided in Section 2.C., with detailed discussions provided in Chapter 3.

2.B. DESCRIPTION OF ALTERNATIVES

2.B.1. Range Of Alternatives

The National Environmental Policy Act requires consideration of a reasonable range of alternatives. In determining a reasonable range of alternatives, the team considered the following:

- *the alternatives considered in the 1998 Travel Plan Environmental Assessment and the subsequent 2003 Amendment Decision Memo (PF Doc. PIC-109). These documents and associated project records formed the basis for the 2001 Travel Plan as Amended. For the reasons mentioned in section 2.A.1, the Team accepted this Plan as the Starting Option for the current travel planning effort. Their review of the supporting project records led them to conclude the other alternatives analyzed under these respective analyses did not warrant further consideration. There had been numerous changed conditions over the last decade, such as changes in use patterns, use levels, vehicle types, resource management issues, user conflicts, court decisions and travel planning regulations, that would have rendered these options generally non-responsive. For similar reasons, the Starting Option was not advanced as a separate alternative, but instead modified to address the preceding concerns and form the Proposed-Action. The Starting Option as modified was used as the baseline for the existing condition portrayed in Chapter 3.*
- *the "upfront" collaborative effort with interested publics under the current travel plan revision process produced over 200 new proposals affecting motorized travel on the District. These "alternatives" were fully considered by the Team and screened to determine their compatibility with the Forest Plan and other requirements. Those which proved compatible with the screening criteria were incorporated into the Proposed-Action and did not require development of a separate alternative. Those which were not consistent with the screening criteria, were dropped from further consideration with supporting rationale (Appendix E).*
- *public scoping did not reveal other alternatives or issues requiring development of other alternatives.*

The Team validated that the reasonable range of alternatives would include the No-Action Alternative as required by the National Environmental Policy Act, and the Proposed-Action Alternative. The 2001 Travel Plan as Amended which by court order is providing interim travel management direction would be used to define the existing condition for comparative purposes in Chapter 3.

2.B.2. Features Common to Alternatives - Access to Dispersed Sites

The Forest Service proposes to manage off-road motorized travel for access to dispersed campsites and temporary parking consistent with the direction outlined in the Final Travel Management Rule (OHV Rule) now encoded in the Code of Federal Regulations (36 CFR 212.51 {b}). Off-route travel by motorized vehicles will be limited to 300 feet for access to existing dispersed camping or incidental parking sites. However, site specific restrictions will be established, where necessary, to protect sensitive areas on a case-by-case basis through issuance of closure orders or other restrictions (per 36 Code of Federal Regulations [CFR] 261). Over the past two decades restrictions were identified to address issues such as violations of the Forest 14-day camping limit; motorized and/or camping related damage to forest resources; and compliance with Forest Service direction to protect unique features such as Research Natural Areas (RNA), sensitive vegetation, or fragile riparian areas. Prior to issuing restrictions, site-specific decisions were made based on the predicted effects of the proposed action(s) needed to manage each site.

Sites where access or use of dispersed sites is currently restricted include:

- *Bumblebee Meadows along Road 209, to protect sensitive soils against compaction or erosion, and to allow establishment of naturally-occurring vegetation*
- *Big Hank Meadows along Forest Highway 9, to protect sensitive soils and to allow establishment of naturally-occurring vegetation*
- *Independence Camp at the end of Road 925, trailhead for Trail 2, to protect sensitive soils and to allow establishment of naturally-occurring vegetation*
- *Mullan Historic Site near Fourth of July Summit. It is important to protect historic landmarks and physical features from disturbance that could occur as a result of dispersed camping*
- *English Point Parking Area and recreation site. This is a day-use area with equestrian and hiking trails. Camping is not a compatible use with the current management of this area*
- *Road 437 along East Fork of Hayden Creek (from the Forest Boundary to Hudlow Saddle); Road 206 along Stump Creek (from the junction of Roads 437 and 206 to mile post 2). Hayden Lake exceeds State water quality standards for nutrients and human waste from campers along the stream bottoms which became a concern for water quality, fish spawning, and fish-rearing habitat.*
- *Road 438, Beauty Creek Road (from the Forest Boundary to mile post 4). Effects to water quality in Beauty Creek and nearby Lake Coeur d'Alene are a concern due to riparian disturbance and human waste.*
- *Marie Creek Trailhead Parking Area, along Road 202. Water quality and stream health are of concern, since this trailhead is located near a stream.*
- *Nettleton Gulch, Road 1562 to the parking area. This is a day-use area and trailhead for motorcycle, ATV, bicycle, and hiking use. Camping is not a compatible use with the current management of this area.*
- *Settlers Grove of Ancient Cedar, Road 805 along the West Fork of Eagle Creek. This site is designated as a Botanical Special Interest Area (SIA), with sensitive vegetation, fragile riparian areas, and water quality concerns. Camping is not compatible with the protection of this unique site.*

The following sites are designated as Research Natural Areas (RNAs), dedicated to the study of natural ecosystem processes. Dispersed camping is not a compatible use of these areas.

- *Upper Shoshone Creek RN), Road 430. Prohibits camping adjacent to the portion of the road within the RNA.*
- *Spion Kop RNA, Road 208. Prohibits camping adjacent to the portion of the road within the RNA.*
- *Pond Peak RNA, Trail 81 (accessed from Roads 602 and 992). Prohibits camping adjacent to the portion of the trail within the RNA.*
- *Montford Creek RNA in the Deception Creek Experimental Forest, Roads 590 and 434. Prohibits camping adjacent to the portion of the road within the RNA.*

These restrictions would apply to all alternatives considered in this analysis.

While the alternatives vary in specific routes and designations, the following **terminology** is consistently applied to both alternatives:

- *Roads for full-size vehicles: Available to passenger cars, trucks, four-wheel drive vehicles, sport utility vehicles, utility-type vehicles (UTVs), all-terrain vehicles (ATVs) and motorcycles. Further description is provided under "maintenance levels" in the Acronyms/Glossary section.*
- *Trails for 4-wheel drive vehicles: These routes would be maintained to the lowest standard necessary for public safety and protection of environmental resources, providing opportunities for high-clearance vehicles and/or vehicles with improved traction, ATVs, UTVs, and motorcycles. These routes may be rough and only passable by high-clearance vehicles, and therefore are not intended for passenger vehicles.*
- *Trails for ATVs: Under the No-Action Alternative (based on the 1998 Travel plan) trails were designated as "roads available to any vehicle 50 inches or less in width." The Proposed-Action Alternative specifically designates trails for ATV use, which would also be available for motorcycle use.*
- *Trails for motorcycles: These routes are available to motorcycles or other two-wheeled motorized vehicles with "in-line" wheel alignment.*
- *Nonmotorized uses: These routes are available for hiking, horses, bicycles, and other nonmotorized uses unless specific restrictions are identified on the Forest visitor map and signs.* ***Designation of nonmotorized trails is not within the scope of this project****; however, when motorized uses are restricted from a trail, the designation is by default "nonmotorized." Nonmotorized uses are also allowed on roads and trails that are designated for motorized uses; however, there is an increased hazard when motorized and nonmotorized uses are share the same trail.*

"All-terrain vehicle" (ATV) means any recreation vehicle with three) or more tires, weighing under 850 pounds, 50 inches or less in width, having a wheelbase of 61 inches or less, traveling on low-pressure tires, and has handlebar steering and a seat designed to be straddled by the operator.

"Utility type vehicle" or "UTV" means any recreational motor vehicle other than an ATV, motorbike or snowmobile, designed for and capable of travel over designated unpaved roads, traveling on four or more low-pressure tires, maximum width less than 74 inches, maximum weight less than 2,000 pounds, and having a wheelbase of 94 inches or less (does not include golf carts or vehicles specially designed to carry a disabled person).

2.B.3. Description of the No-Action Alternative

The National Environmental Policy Act (NEPA) requires a "no action" alternative [40 CFR 1502.14(d)]. Typically the alternative of "no action" means either that the proposed action does not occur, or that there would be no change in current management [Forest Service Handbook 1909.15(14.1)]. For this project, the No-Action Alternative is reflective of the 1998 Travel Plans, which represent the last authorized District travel management strategies prior to 2001. Adopting the 1998 Travel Plans as the No-Action Alternative also provides the opportunity to assess and compare potential environmental effects of an alternative that did not specifically prohibit cross-country travel to the Proposed-Action Alternative developed with the goal of providing the greatest number of motorized use opportunities while complying with the Forest Plan goals and objectives for other resources and the 2005 Travel Management Rule.

If implemented, road and trails designated under this alternative would provide public motorized access during the spring, summer and fall months (as displayed on the No-Action Alternative maps). With the exception of seasonal restrictions in the spring and fall, the action covers the period of the year beginning April 1st and ending December 15th (i.e. ending and beginning concurrent with the snowmobile trail grooming season, respectively). In the table below, the estimated miles of roads and trails are based on District Geographic Information System (GIS) database measurements, rounded to the nearest mile.

The estimated mileage may include roads that are not navigable by motorized vehicles due to location, physical condition, or vegetation encroachment. For the purpose of the effects analysis, it was assumed that the potential existed for motorized use to occur unless the 1998 Travel Plan specifically restricted motorized access of the route to administrative use only.

Table EA-2. Summary of motorized routes available under the No-Action Alternative.

	Miles available to full-size vehicles	Miles available to 4WD vehicles	Miles available to ATVs	Miles available to motorcycles
Roads designated for shared motorized uses with no seasonal restrictions	4,343	4,343	4,366 Includes 23 miles of road restricted to vehicles ≤50 inches wide	4,366 Includes 23 miles of road restricted to vehicles ≤50 inches wide
	All miles are shared with other vehicles and nonmotorized uses.			
Roads designated for shared motorized uses with a variety of seasonal restrictions	218	218	218	218
	All miles are shared with other vehicles and nonmotorized uses.			
Trails designated for motorized uses with no seasonal restrictions	0	0	0	254 *exclusive use*
Trails designated for motorized uses with a variety of seasonal restrictions	0	0	0	20 *exclusive use*

Seasonal restrictions were established to address concerns regarding elk habitat management, road and trail management, sensitive soils, and law enforcement activities. For those roads and trails with seasonal restrictions, the period of time that motorized vehicles were not allowed on the route varied. Depending on the specific road, all motorized uses were restricted from:

- *December 1 through March 31;*
- *April 15 through June 30;*
- *April 1 - June 30; or*
- *from 7 days prior to center-fire rifle season to the end of center-fire rifle season for deer and elk.*

Depending on the specific trail, trail bikes were restricted from –

- *October 1 - June 1; or from 7 days prior to center-fire rifle season to the end of center-fire rifle season for deer and elk.*

Features of the No-Action Alternative include:

- *The No-Action Alternative would not specifically prohibit cross-country motorized use. Prior to 2001, the Forest Service attempted to encourage the public to stay on roads designated for motorized travel, displayed as "green" routes on the travel plan map, with the statement, "vehicles may not travel off of the green roads whenever adjacent lands and/or roads are restricted."*
- *The No-Action Alternative incorporates adjustments to travel planning made under specific project decisions issued after 1998 (projects such as vegetation management, watershed improvement, or other project decisions that involved road construction, decommissioning, or designation of use restrictions).*

The No-Action Alternative assesses potential effects from reverting to those plans and continuing that management into the future.

2.B.4. Description of the Proposed-Action Alternative

The Proposed-Action was designed to provide the public with a travel plan that could provide the greatest number of motorized use opportunities while complying with the Forest Plan. This alternative represents the culmination of the interdisciplinary team consideration of the motorized and non-motorized use designations proposed by the public, responsiveness to the Purpose and Need, and the effects analysis to demonstrate compliance with the Forest Plan.

If implemented, this alternative would provide a Motor Vehicle Use (MVU) map that is responsive to the desired motor vehicle use classes and recreational experiences identified by the public during the alternative development process. The proposal screening process demonstrate that the designated uses would comply with the goals, standards and guidelines of the Forest Plan. It also demonstrated that implementation would not completely reduce the districts capability to comply with the Forest Plan in the future during the planning of forest resource management projects or other motorized use development or designation proposals (i.e. vegetation management, recreation development, watershed improvement, or fire and insect rehabilitation).

Motorized cross-country travel would be prohibited across the District, including travel on unauthorized roads, user-created routes, or areas within 300 feet of designated roads where motorized use or dispersed camping is specifically restricted pursuant to 36 CFR 261. Over the long-term, the district will inventory the locations, condition, access to and suitability of dispersed campsites as funding becomes available. With this inventory the goal will be to work with the public to develop a comprehensive plan for managing access to and designation of dispersed camping along heavily used corridors throughout the district and eventually across the entire district.

Table EA-3. Summary of motorized routes available under the Proposed-Action Alternative.

	Miles available to full-size vehicles	Miles available to 4-WD vehicles	Miles available to ATVs	Miles available to motorcycles
Roads designated for shared motorized uses with no seasonal restrictions	1,092	1,092	1,092	1,092
	All miles are shared with other vehicles and nonmotorized uses.			
Roads designated for shared motorized uses from Memorial Day through Labor Day weekends	64	64	64	64
	All miles are shared with other vehicles and nonmotorized uses.			
Trails designated for motorized uses with no seasonal restrictions	0	35 *all shared with ATVs and motorcycles*	160 *125 miles shared with motorcycles, 35 miles with 4WD*	339 *179 miles designated for exclusive use*
Trails designated for motorized uses from April 1 through Labor Day weekend	0	10 *all shared with ATVs and motorcycles*	153 *143 miles shared with Motorcycles, 10 miles with 4WD and motorcycles*	153 *143 miles shared with ATVs, 10 miles with 4WD and ATVs*

Seasonal restrictions were established to address concerns regarding elk habitat management, road and trail management, sensitive soils, and law enforcement activities. To determine where and how seasonal restrictions should be applied under the Proposed Action, the Team considered findings of the two-level screening process, discussions with Idaho Department of Fish and Game (IDFG), and the analysis of effects to natural resources under the Proposed-Action Alternative.

For those routes with seasonal restrictions, there would be one period of time motorized uses are not allowed on roads, with one slightly different period of time motorized uses are not allowed on trails:

- *For those roads with seasonal restrictions, motorized travel would not be allowed from September 8 through May 24.*
- *For those trails with seasonal restrictions, motorized travel would not be allowed from September 8 through April 1.*

The date and type of vehicles allowed on designated routes are based on user safety considerations and minimum maintenance standards required for inventoried roads and trails (defined under "maintenance levels" in the Acronyms/Glossary section). In the event that spring snowmelt conditions occur late and use by vehicles could result in excessive damage to the surface of routes, temporary use restrictions may be invoked under the authority of 36 CFR 261.55. These restrictions would supercede the Travel Plan designation and remain in effect until the trail surface hardens enough to prevent damage.

Under the Proposed-Action Alternative, fall seasonal restrictions would go into effect after the end of Labor Day Weekend to maintain as much access as possible during camping season while maintaining big-game security during hunting season. Standardized dates would contribute toward a better understanding of the rules, and limit the enforcement problems associated with multiple opening and closing dates. Prior to closing and locking gates, seasonally-restricted roads would be patrolled for motorized vehicles and established camps.

2.C. SUMMARY COMPARISON OF EFFECTS BY ALTERNATIVE

The following provides a general comparison of the No-Action and Proposed-Action Alternatives as they relate to the areas of concern identified earlier in this chapter. This section is not a substitute for the detailed disclosure of environmental consequences provided in Chapter 3. It is intended to provide a District-wide overview and may not be indicative of the potential effects that may occur in specific areas of the District (for example, Elk Habitat Units or individual watersheds).

2.C.1. Recreation Concerns – Summary Comparison of Effects

If the No-Action Alternative were selected for implementation, there would be no trails designated for 4-wheel drive vehicles or ATV use – the only designated trails would be single-track motorcycle trails. ATVs and 4-wheel drive vehicles would have to use roads that are designated for use by all motorized vehicles. Safety is compromised whenever full-sized vehicles and smaller recreational vehicles are using the same route. In addition, because they are designated forest roads, only licensed operators would be able to operate vehicles (including ATVs and motorcycles) on these routes.

The Proposed-Action Alternative establishes connections between trail systems and emphasizes the development of loop trails. Four-wheel drive vehicles such as jeeps and UTVs would gain a system of designated trails for their use. While there would appear to be little net gain in trails designated for ATVs in comparison to the existing condition, there would be a substantial change in the quality of the designated routes. Travel could occur earlier in the spring on routes designated for ATV use. The proposed ATV trail system better addresses areas of concentrated recreation use, such as Horse Heaven and Bumblebee Meadows. Public safety would be increased by separation of full-sized vehicles from smaller recreational vehicles on several routes.

Table EA-4. Comparison of miles by (motorized) trail management class, by alternative.

Trail Class	No-Action (miles)	Proposed-Action (miles)
4-wheel drive use	0	45
ATV/motorcycle use	23	313
Motorcycle use (exclusively)	274	492

2.C.2. Wildlife Concerns – Summary Comparison of Effects

Threatened and Endangered Wildlife: The analysis of potential effects addressed two relevant species (gray wolves and Canada lynx) listed as Threatened or Endangered by the U.S. Fish and Wildlife Service.

Implementation of either the No-Action or Proposed-Action Alternative may affect (but would not adversely affect) gray wolves, because there are no wolf packs known to occur on the Coeur d'Alene River Ranger District and there have been no recent wolf sightings on the District.

Implementation of either alternative may affect (but would not adversely affect) Canada lynx, because less than one percent of routes designated for motorized use are located within Lynx Analysis Units.

Sensitive Wildlife: The analysis of potential effects addressed twelve relevant species from the Region 1 Sensitive Species List. Based on evaluation of potential habitat loss, neither alternative would result in effects that could lead to Federal listing of any Sensitive species.

Management Indicator Species: Rocky Mountain Elk are a Management Indicator Species for big game on the Coeur d'Alene River Ranger District. (Other management indicator species were addressed under the Sensitive wildlife species discussion). Effects to elk are measured through the change in elk habitat potential and habitat security acres. Based on the location and amount of roads and trails designated for motorized travel, Forest Plan goals for elk habitat potential would not be met under the No-Action Alternative; those same goals would be within the Forest

Plan goal under the Proposed-Action Alternative, with some flexibility to adapt to changes in habitat, whether through natural events or forest management. The Proposed-Action Alternative would also provide more elk habitat security than would the No-Action Alternative.

Forest Birds: Over 150 species of forest birds occur on the Coeur d'Alene River Ranger District. The analysis of effects was based on potential habitat loss, measured by the change in the miles of roads designated for motorized use (resulting in a loss of snags due to fuelwood cutting), and in the miles of roads designated for motorized use within 300 feet of streams. As shown in the table below, the No-Action Alternative would impact considerably more habitat for forest birds than would the Proposed-Action Alternative.

Table EA-5. Summary of effects to wildlife concerns, by alternative.

Effects Indicator	No-Action Alternative	Proposed-Action Alternative
Change in numerical value of elk habitat potential		
Wallace (east) side of District (Forest Plan goal is 52)	*44*	*55*
Fernan (west) side of District (Forest Plan goal is 48)	*32*	*53*
(Forest Plan Goal Numbers are minimums. Analysis numbers need to meet or exceed the Forest Plan Goal Numbers)		
Change in percent of elk habitat security		
Wallace (east) side of District	*17*	*24*
Fernan (west) side of District	*5*	*21*
Density of routes (roads and trails) designated for motorized uses (miles of road per square mile of land)	*2.6*	*1.4*
Miles of routes designated for motorized uses which may displace wildlife and/or cause mortality for some species	*4,924*	*1,649*
Amount of habitat where snag habitat could be reduced due to fuelwood gathering along routes designated for motorized uses		
Acres on the Coeur d'Alene River Ranger District	*203,264*	*72,463*
Percent of the Coeur d'Alene River Ranger District	*28*	*10*
Miles of routes designated for motorized uses within 300 feet of streams and/or other wetland habitat	*1,178*	*447*

2.C.3. Noxious Weed Concerns – Summary Comparison of Effects

Certain cover types are more vulnerable to invasion by weed species than are other cover types. Vehicle travel is one of the primary causes of noxious weed spread, because seeds and other plant parts are caught up on the vehicle and can be transported a considerable distance before dropping off. Routes designated for motorized travel within or adjacent to cover types susceptible to weed invasion would decrease by 59 percent (from 43,804 to 17,843 acres) under the Proposed-Action Alternative, due to the number and location of motorized travel routes. In comparison to the No-Action Alternative, routes designated for motorized travel within or adjacent to potentially suitable rare plant habitat would decrease by 53 percent (from 15,704 to 7,386 acres), due to the number and location of motorized travel routes.

2.C.4. Aquatic Concerns – Summary Comparison of Effects

The presence of roads and trails on the landscape and especially in riparian areas adjacent to rivers, streams, and wetlands can adversely affect watershed integrity, fish habitat and populations, primarily due to sediment. Motorized travel can increase rutting and erosion to the surface of the route, aggravating sediment levels and the amount of sediment that is potentially delivered to streams. Illegal "off-roading" activities are especially damaging to riparian habitat and increase sediment delivery levels.

Under the No-Action Alternative, there would likely be an increase in damage to riparian areas and sediment delivery to streams due to the increased number and location of routes.

Under the Proposed-Action Alternative, there would be 61 percent less sediment potentially delivered to streams. Approximately 60 percent fewer routes would be within 300 feet of streams under this alternative compared to the No-Action Alternative. Motorized travel would be authorized on designated routes only, not cross-country or off-road. Designations for seasonal use would not substantially change sediment levels.

CHAPTER 3 – AFFECTED ENVIRONMENT AND PREDICTED CONSEQUENCES

3.A. INTRODUCTION

This chapter describes the resources and values that could be affected by the proposed changes to travel management, and discloses the potential impacts of the two alternatives studied in detail in relation to recreation, wildlife, noxious weeds, and aquatic concerns identified in Chapter 1 (Section 1.F). The geographic scope for the assessment of conditions and consequences is the Coeur d'Alene River Ranger District of the Idaho Panhandle National Forests. All National Forest System lands were considered. There are no lands within the District designated as Wilderness, Primitive, or for Wilderness Study, which would preclude consideration of motorized vehicle uses.

The analysis presented here forms the scientific and analytic basis for the comparison of effectiveness of alternatives in meeting the statements of purpose and need identified in Chapter 1.

This EA *incorporates by reference* the Resource Specialist's Reports in the Project Files (40 CFR 1502.21). These reports contain the detailed data, regulatory framework, assumptions and methodologies, analyses, maps, references and technical documentation that the resource specialists relied upon to reach the conclusions disclosed in this EA.

3.B. CONSIDERATION OF PAST, ONGOING & REASONABLY FORESEEABLE ACTIVITIES

The Council on Environmental Quality (CEQ), whose responsibility it is to coordinate federal environmental efforts and work closely with agencies and other White House offices in the development of environmental policies and initiatives, provided guidance to federal agencies on the consideration of past actions in cumulative effects analysis (CEQ Memorandum to the Heads of Federal Agencies regarding Guidance on the Consideration of Past Actions in Cumulative Effects Analysis, June 24, 2005; PF Doc. CR-026).

Cumulative impact is defined in CEQ's NEPA regulations as the "impact on the environment that results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions…" (40 CFR 1508.7). CEQ has interpreted this regulation as referring only to the cumulative impact of the direct and indirect effects of the proposed action and its alternatives when added to the aggregate effects of past, present, and reasonably foreseeable future actions (CEQ memo p. 2).

CEQ stated that "the environmental analysis required under NEPA is forward looking, in that it focuses on the potential impacts of the proposed action that an agency is considering. Thus, review of past actions is required to the extent that the review informs agency decision-makers regarding the proposed action," (CEQ memo, p. 1) They further state, "Generally, agencies can conduct an adequate cumulative effects analysis by focusing on the current aggregate effects of past actions without delving into the historic details of individual past actions" (CEQ memo p. 2).

In *Lands Council v. Powell*, the U.S. Court of Appeals for the 9th Circuit held that, under the circumstances presented in the case, proper cumulative impact analysis required some cataloging of past projects and their effect on the current project area. Furthermore, such cataloging should provide sufficient detail to allow for analysis of the differences between prior projects and proposed projects, which could provide the information necessary to consider alternatives that might have less impact on the environment.

While CEQ found that cataloging past actions and specific information about the direct and indirect effects of a past project's design and implementation could in some contexts be useful to predict the cumulative effects of the proposal, the regulations do not require the Forest Service to catalog or exhaustively list and analyze all individual past actions (CEQ memo p. 3).

There is a marked difference between past and current land management practices and policies. The evolution that has occurred in land management practices (specifically related to administrative use of roads for forest resource management projects) is the result of science and our ongoing monitoring actions.

During the scoping process and subsequent preparation of this Travel Plan EA, we determined what information regarding past actions was useful and relevant to the analysis of cumulative effects. We have provided a discussion of known past activities and their general effects below. The aggregate effects of both past and ongoing actions are reflected in the description of existing resource conditions in this chapter.

Past Activities and Their Influence on the Project Area

On the IPNFs, in the early to mid-20th century primary access routes were constructed through river valleys, riparian areas, floodplains, and on adjacent hillsides. The roads efficiently provided access, but decreased the land's effectiveness as wildlife habitat, constricted stream channels; provided new avenues for erosion and discharge of sediment into streams, or affected the use of other forest resource values. Roads on National Forest System lands often were simply an expansion of existing trails and paths that provided access so that they would accommodate newer equipment and current land uses. In some situations, roads were developed on abandoned railroad beds. In both cases, the location and design were predetermined from the previous use and era. As time progressed, roads were "designed" and located to achieve their primary purpose, to accommodate heavy equipment needed to harvest forest products and extract minerals, and to transport these raw materials for processing at a minimal cost.

In the decades following World War II (1950s – 1970s), the road network was rapidly expanded to support the domestic needs as directed by Congress and the President of the United States. Early harvest methods and systems focused primarily on financial objectives of providing low cost wood products with multiple access points (e.g. primary, secondary, and Jammer roads). Harvest placement often occurred in the highest volume, easily accessible stands. Road construction often occurred within riparian areas and adjacent to streams, as a consequence so did the timber harvest.

Changes in Road Management Policies and Direction

Over the last 20 years, both road design and location have evolved to not only provide efficient access; but also to protect and manage National Forest resource values. Road surfacing (gravel, etc.) was incorporated to not only make the road easier and safer to travel, but also to prevent and control erosion from the road surface. Road controls are now incorporated into designs to reduce the erosive flows in ditches by providing frequent cross-drains to relieve ditch flows, avoid water movement down the road by dispersing the drainage quickly by crowning or outsloping the road surface; stabilize ditches by lining; dispersing drainage water that often carries sediment onto stable, forested slopes before ditches discharge into waterways; and allow new and existing stream crossings to safely pass extreme events (such as a 100-year flood event).

Changes in Construction, Reconstruction and Maintenance Practices

Past road locations sometimes resulted in a variety of impacts, including:

- *chronic sources of sediment*
- *elevations in stream temperature caused by extended exposure to direct sunlight*
- *reductions of replacement sources for the structural components of streams and for aquatic cover*
- *riparian deadfall*
- *reductions in big-game security and disturbance of other wildlife habitat*

Over the past 10 years very few new permanent roads have been constructed. Wherever feasible, roads and stream crossings are now being located well away from streams, riparian areas, areas with wildlife habitat concerns, and where needed to manage effects on other forest resources. The number of stream crossings by roads are being minimized and located at more stable sites. Crossing designs now consider water quality and fish passage as primary design criteria, rather than criteria that just account for costs and traffic efficiency.

Special construction techniques and designs (i.e., full- or partial-benching of roads) have been utilized to avoid unstable side-casting of waste materials. Windrowing slash is done to prevent sediment delivery to streams from the construction activities themselves, as well as from erosion of road fills and treads that are not yet protected by vegetation. Some roads are now designed to take advantage of the non-uniformities of the slopes they cross by incorporating rolling grades and grade breaks to prevent potential accumulations of water or excessive ditchflows that, in the past, have destabilized the roadbed or caused surface erosion. Designers and planners (including hydrologists, soil scientists, and geotechnical engineers) develop road networks that avoid highly erosive or unstable slopes.

Changes in Harvest Methods and Logging Systems

Modern timber harvest methods and design emphasize desired conditions of the forest after the harvest. This usually results in the administrative use of existing roads, or temporary roads, along with the retention of various amounts of trees in a post-harvest stands to address a variety of objectives. The objectives typically include maintenance of wildlife habitat, watershed condition, visual quality objectives, soil productivity; and/or providing short-term access for reforestation, forest health management or fuels treatments.

In the past, when the forest resource management project that initiated development of a road ended, the use of the road would typically be restricted in order to comply with a variety of resource goals and objectives. Implementation of the restrictions typically involved a final grading of the road surface, installation of structures to spread and slow water flow (i.e. waterbars), cleaning of ditches and culverts, installation of barriers or gates and issuance of a revised travel plan to inform the public of motor vehicle use restrictions. These roads have been a substantial water quality and slope stability issue as they have deteriorated, especially without regular periodic maintenance.

The current practice for abandoned or unnecessary roads is to restrict motorized use and restore the roads to a "hydrologically neutral" condition where its remnants are self-maintaining and are no longer disturbing slope stability or the movement of slope water either on or below the soil surface, or the natural functions and adjustments of streams, wetlands, and other water bodies.

Implementation of Best Management Practices and the Inland Native Fish Strategy

Impacts to forest water and soil resources resulting from logging practices and road activities have also been reduced over the past 20 years with the introduction of Best Management Practices (BMPs) and the management direction of the Inland Native Fish Strategy (INFS; PF Doc. CR-003).

- *In 1972, Section 208 of the Clean Water Act Amendments established the regulatory framework for non-point source pollution control through use of BMPs. BMPs are defined in Idaho as a practice or combination of practices determined to be the most effective and practicable means of preventing or reducing the amount of pollution generated by non-point sources (IDAPA 20.02.01). BMP monitoring is annually conducted by the forest to validate the implementation and effectiveness of BMPs associated with land management activities. Monitoring results are used to adapt future management actions where improvements in meeting water quality objectives are indicated. Forest monitoring of BMPs indicates that in most cases they continue to function as expected and are meeting their intent (IPNF 2002, 2003; PF Doc. CR-018 and CR-022).*

- *In 1995, the Forest Plan was amended to include INFS management direction (USDA 1995; PF Doc. CR-003), which gave greater protection to aquatic resources, especially riparian-dependent systems. The management direction provided by the INFS amendment is designed to protect and maintain the structure and function of riparian and aquatic systems. INFS contains goals for healthy, functioning watersheds, riparian areas, and associated fish habitats; Riparian Management Objectives (RMOs), and performance-based standards and guidelines for land management activities (i.e., timber, roads, grazing, recreation, minerals, fire/fuels, lands, riparian area management, watershed restoration, fisheries and wildlife restoration).*

At the time the IPNF Forest Plan was written (circa 1987), the emphasis was on developing a commodity production strategy while managing the affects on forest resource values. The management strategy for aquatics, wildlife and many of the other forest resources was disclosed in the Forest Plan as a "maintenance" objective. In some situations, thresholds, or "minimum impact" standards defined the criteria for maintenance. To ensure that watersheds and aquatic resources were maintained during forest management activities, BMPs were applied. Despite the existing forest plan standards and BMPs, the condition of fish habitat on the forest was declining, primarily due to timber harvest and road building activities (IPNF 1992). For other resources, road and trail use restrictions were applied through installation of barriers and issuance of travel plans.

Instead of allowing some "acceptable" level of effects on riparian and aquatic systems, INFS aims to protect aquatic resources from detrimental effects. INFS gives riparian-dependent resources priority over other resources in the Riparian Habitat Conservation Areas (RHCAs), so that while RHCAs are not "lock out" zones, activities that occur in them must either benefit riparian and aquatic resources or at least "not slow the rate of recovery below the near natural rate of recovery if no additional human caused disturbance was placed on the system" (USDA 1995; PF Doc. CR-003). Incorporation of the INFS management direction into the Forest Plan has led to improvement in the condition of aquatic resources by offering greater protections to the critical riparian areas. In addition, INFS allows for and encourages watershed restoration, which has occurred over the last several years across the IPNF. For example, over 1,000 miles of roads have been decommissioned on the Coeur d'Alene River Ranger District from 1991-2003 (IPNF 2003; PF Doc. CR-022).

Based on research studies, current BMPs and INFS Riparian Habitat Conservation Areas (RHCAs) can reduce sediment yields compared with historical practices (Lee et al 1997, p. 1346, PF Doc. DN-R71; and USDA 1995; PF Doc. CR-003).

Ongoing and Foreseeable Activities

Ongoing and reasonably foreseeable activities are listed in the following table. These activities have been considered in the analysis of effects as applicable for each of the four concerns addressed in this chapter.

Table EA-6. List of ongoing and foreseeable projects considered in the cumulative effects analysis.

Type of Project/Project Name	Overview of Activities
FUELS & VEGETATION MANAGEMENT	
Blue Alder Project	Commercially thin an estimated 4,900 acres, with approximately 7.5 miles of road construction, 31 miles of road reconditioning, 2 miles road reconstruction, and 17 miles road decommissioning.
Jo-Cat Project	Commercially thin on 265 acres, with overstory removal on 13 acres and salvage on 30 acres. There would be 1.2 miles of road construction; 1.8 miles of road reconstruction, and 0.3 miles of temporary road construction.
Placer HFRA Project	Commercially thin approximately 95 acres, with prescribed burning on about 692 acres, daylight thinning on about 295 acres, and a combination reforestation/rehabilitation treatment on about 114 acres. There would be about 7 miles of road reconditioning, 12 miles of road reconstruction, and 0.8 miles of temporary road construction.
Prichard-Murray HFRA Project	Shelterwood harvests on approximately 47 to 95 acres, commercially thin approximately 256 to 339 acres, a combination of commercial thinning and regeneration harvest on about 242 acres, development of a fuelbreak on 22 acres, and road reconstruction on about 0.8 miles.
Red Beauty HFRA Project	An estimated 1,180 acres of prescribed burning, 420 acres commercial thinning, and 350 acres reforestation.

Table EA-6. List of ongoing and foreseeable projects considered in the cumulative effects analysis, continued.

Type of Project/Project Name	Overview of Activities
VEGETATION MANAGEMENT	
Barney Thin	Commercially thin to promote western larch on approximately 70 acres, Skyline and tractor yarding will be used, requiring development of 0.5 miles of temporary road and reconstruction of 2.0 miles of existing road.
Carpenter Thin Project	Commercially thin approximately 70 acres, develop approximately one-quarter mile of temporary road.
Callis Fire Salvage	Salvage of fire-damaged timber on approximately 10 acres adjacent to Road 436. No new construction or reconstruction is needed.
Capital Dudley Salvage	Roadside salvage of dead and dying trees adjacent to Roads 424, 429 and 271. No new construction or reconstruction is needed.
Deerfoot Project	Commercially thin an estimated 256 to 339 acres, with a combination of commercially thin and regeneration cut on approximately 242 acres, an estimated two-tenths of a mile of road construction, and about six-tenths of a mile of road reconstruction.
English Point Equestrian Project	Salvage harvest on approximately 50 acres; no road work expected.
Mason Thin Project	Commercially thin approximately 50 acres, with development of about one-quarter mile of temporary road.
MINERALS & GEOLOGY	
Abandoned Mine Closures 2008	Closure of mine adits for public safety. Forest needs have been consolidated and may be addressed under one decision for the Forest. This project will address approximately 30 audits on the Coeur d'Alene River Ranger District.
Butte Gulch Placer Mining	Placer mining exploration involving 3 acres of bedrock and trenching.
Fancy Gulch Placer Mining	Mineral exploration and development. Placer mine 2.2 acres to bedrock.
Golden reward Drill Core Exploration	Drill two holes in two locations in the Toboggan and Cabin Creek Drainages.
Jack Waite Mine	Continuation of mine reclamation efforts
Lost Eagle Heli-Drill Core Drilling	Creation of a small drill pad for minerals exploration.
New Jersey Mining Company Drilling	Drill 25 holes at three sites for minerals exploration.
Niagara, Gold Butte and Toboggan Creek Drill Core Exploration	Drill exploratory holes at three sites.
Pony Gulch Trenching	Excavate four, 100 foot long trenches to bedrock.
Potosi Gulch Trenching	Excavation of three 50-foot long trenches for minerals exploration.
Sonora Drill Core Exploration	Drill approximately 4-8 holes in four different areas in Short and Riley Creek drainages for mining exploration
Two-Mile Drill Core Exploration	Drill exploratory holes at four sites.
Trail Creek Trenching Project	Excavation of three 200-foot long trenches for minerals exploration.
RECREATION	
Glidden Lake Rehab Project	Repair lake shoreline damaged by heavy, unrestricted use, designating access routes and campsites to minimize future damage. Decommission 0.4 miles of existing road adjacent to the east shoreline.
Laverne ATV Project	Designation and maintenance of Forest Roads 798, 931, and 1544 as ATV trails.
ROAD MANAGEMENT	
Road 209 Aggregate Project	Development of a rock source and re-alignment (affecting potential 5 acres) of an existing road, with a (2-acre) rock crushing site and (3-acre) stockpile of gravel.
WATERSHED RESTORATION	
Short Creek Restoration Project	Approximately 16 miles of road decommissioning.
OTHER PROJECTS	
Ames Creek Research Project	As part of a Rocky Mountain Research Station Study, an estimated 50 acres would be commercially thinned, with possible reconditioning needed on an existing road.
Forest Capital Special Use Permit	Access to private inholdings to remove approximately 50 roadside trees.
Personal-use Preferred and Commercial Fuelwood Program	Authorized temporary use (one season for 1 to 3 months) of specific administrative routes for fuelwood collection where consistent with the Forest Plan.
Precommercial Thinning/Pruning 2008	Thin immature (25-30 year old) stands to improve and maintain stand health, prune immature western white pine to minimize mortality caused by blister rust. Approximately 8 miles of existing administrative use roads will be temporarily open and used to access treatment areas.
Yew Tip Bough Collection	As part of a Forest Products Collection permit for Pacific Yew bough tips, motorized access would be allowed on roads open to the public under the current travel plan.

It is assumed that roads needed for ingress and egress to the actions proposed in the above table will be managed consistent with the district travel plan and/or policies for managing administrative use. Unless already designated open to public motorized use, roads that are reconditioned, reconstructed or constructed to provide access to the proposed projects will not be open to public motorized use during implementation. Unless otherwise designated by the project decision, roads that were restricted to "administrative use" prior to the project implementation will return to this restriction following completion of the project.

A road or trail where use is authorized under a special use permit is considered "administrative use." Unless identified in the decision that authorizes a special use permit, use of roads by permittees must be consistent with the restrictions and use designations of the District travel plan.

Effects of past road and trail construction and motorized use of these routes is best assessed using current Geographic Information Systems (GIS) data in the "travel_route" coverage in the Coeur d'Alene River Ranger District GIS data library and the associated INFRA database. This coverage and database contains the most up-to-date information on both roads and trails.

3.C. RECREATION CONCERNS - DISCLOSURE OF EFFECTS

3.C.1. INTRODUCTION

The geographic scope for the assessment of recreation conditions and potential effects is the entire administrative area of the Coeur d'Alene River Ranger District of the Idaho Panhandle National Forests. All land area of the District was considered during the analysis. There are no lands within the District designated as Wilderness, Primitive or for Wilderness Study that would preclude consideration of motorized vehicle uses. Roadless Areas in the District may include trails designated for motorized trail vehicle use.

Cumulative effects analysis for recreation also includes adjacent public lands and private lands adjacent to or within the National Forest boundary.

Figure REC-1. ATV riders utilizing an open system road in the Coeur d'Alene River Ranger District.

3.C.2. APPLICABLE LAWS, REGULATIONS AND POLICIES

The **Forest Plan** identifies specific goals and objectives used to manage recreation opportunities and settings, (Forest Plan, pages II-1 and II: PF Doc. REC-001).

The **Multiple-Use Sustained Yield Act of 1960** (P.L. 86-517) directs the Forest Service to meet the needs of the American people for various forest resources, including recreation. The Agency is directed to adapt to changing needs of the public without impairment of the productivity of the land.

Rules for travel management and the use of motor vehicles, including off-highway vehicles can be found in **36 Code of Federal Regulations, Parts 212, 251, and 261**). Enforcement of public laws and prohibitions specific to trail and road use on National Forest Lands are contained in 36 CFR, Part 261, sub-parts 12, 13, and 15. Standards and guidelines for recreation and trails management can be found in the Forest Service Manual, (FSM) Series 2300 and the supporting Forest Service Handbook; FSH 2309.18. Guidelines for travel management planning are contained in FSM 7700 and the supporting handbook, FSH 7709.55.

Executive Orders 11644 (1972) and Executive Order 11989 (1977), directs public agencies to manage OHV use on public lands.

State of Idaho regulation of OHV class motor vehicles that is pertinent to National Forest travel management are **Idaho Codes; (IC), 67-722, IC 49-301, 304, 402, 1299, 7125; IC 49-301, 304, 426, 1229, 1332.**

3.C.3. METHODOLOGY USED IN DESCRIBING THE AFFECTED ENVIRONMENT

A. Definitions Related to Motorized Recreation Opportunities

Trails: Trails are recognized by Forest Service management directives and guidelines as recreation facilities that provide visitors the benefits of outdoor recreation in a natural setting. Motor vehicle use of trails is regarded as a legitimate use of National Forest lands and as a form of outdoor recreation. To be legally used by motorized vehicles the trails must be part of a designated system and kept in an official inventory. There are three types of trails designated for motorized use during a prescribed seasonal use period, (see 2.C.2. EA table-1and 2.C.3. EA table-2) Trail descriptions are based on the Forest Service trail maintenance definitions described in FSH-2309.18.

- ***Single-track trails (Figure REC-2)*** *are sometimes referred to as in-line trails: These are trail developments with a compacted running surface or tread that under Forest Service maintenance standards generally are not less than 18 inches or more than 24 inches in width. Brush and trees are cleared back approximately 3 to 5 feet either side of the tread centerline. Overhead limbs are normally cleared to a height of 8 feet. These trails are usually appropriate for motorcycle, (trail bike), riding. There are various types of motorized trail bikes including those referred to as fat tire bikes so a standard has been recognized that these types of vehicles do not exceed 40 inches in width. The riding competence required of users on single track trails will vary dependent on factors such as tread width, steepness, rocks, water crossings, etc.*
- ***Double-track trails (Figure REC-3)*** *are often referred to as ATV trails: This trail type is designed for all terrain vehicles, (ATVs). This class of vehicle may have three to six wheels, does not exceed 50 inches in width, or exceed a gross vehicle weight of 850 pounds. These trails in most cases evolved from an old road that was originally built for industrial purposes. Usually it is not necessary to maintain the entire road surface to meet ATV needs. Often the upslope or cut slope is allowed to brush in which by design will make the use of full-size vehicles almost impossible without clearing of brush and logs. The degree of riding difficulty may vary greatly within this class of trail.*
- ***4-Wheel drive trails (Figure REC-4)*** *are maintained for a full-size class of off-highway vehicles (OHVs) often referred to as jeeps. This class includes many high clearance trucks and also includes the new OHV class of vehicles called utility terrain vehicles (UTVs). Dune buggies, "Rails", and other exotics are not accommodated in this trail class. These trails require vehicles with modified suspensions which allow them to surmount obstacles, negotiate tight turns or narrow rough tracks, and possibly climb steep grades.*

All of these trail types require a trailhead, which provides parking for conventional vehicles and the unloading of trail vehicles. Often there is signed information concerning the trail or system of trails accessed from the trailhead. Trailheads are vital to the management of access as they function to clearly indicate to users starting and stopping points for legal motorized trail travel. Trailhead developments vary as to size and ease of access, but all system trails require these starting places in order to be considered a complete development.

All of these trails may be utilized for **nonmotorized** recreation. Nonmotorized uses traditionally include hiking or walking, horse-back riding, and bicycling. Wheel chairs, llamas, wheel barrows and dog carts are allowed but not often seen on these trails.

Figure REC-2. Motorcycle riding on a single-track trail in the Coeur d'Alene River Ranger District. *This trail was built in the 1930s but is holding up well to motorbike use due to its minimal grade.*

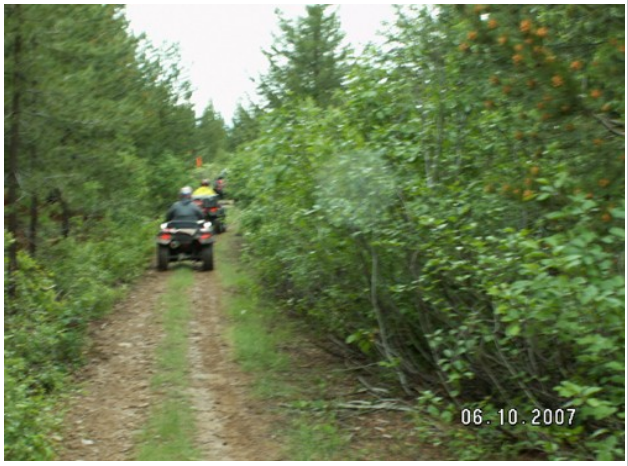


Figure REC-3. ATV riding on a double-track trail. *This trail is an old road where brush and trees have been allowed to grow in, minimizing the tread width to enhance the riding experience and increase the operational difficulty level.*

Figure REC-4. A 4-wheel drive trail that is also usable by ATVs and motorcycles. *The objective of this type of trail is to navigate obstacles rather than cover miles.*

Roads: The primary purpose of roads for recreation management is to facilitate access to National Forest System lands. Virtually all recreation visits to the Coeur d'Alene River Ranger District start with travel over Forest Service system roads. An adequate road system for recreation purposes will access many developed and dispersed recreation sites and areas of outdoor recreation opportunities. Roads facilitate access to trailheads and in some instances are themselves an element of a designated trail system, especially when a road would provide a connection between trail routes or help to form loop trail systems.

Roads are themselves a recreation development in that they facilitate driving for pleasure and sight seeing, which is the number one visitor activity on National Forest lands. As mentioned above, roads also can be part of a designated trail system. Most trail vehicles may make use of the National Forest road system for access to recreation facilities and natural settings, as long as they are properly operated in compliance with State Motor Vehicle Regulations.

B. Trail and Road Data Use

Information on the Coeur d'Alene River Ranger District's inventory of roads and trails was mapped using the Geographic Information System (GIS). These maps were developed through researching a number of old maps developed over the years. Air photos, which have been taken at various intervals beginning in 1933, were used to complement and verify maps. Ground verification was also conducted to support the statistical analysis generated from maps. Coeur d'Alene National Forest maps dating back to 1917 were used to verify assumptions about the history of trail and road developments. Transportation development data produced for the Interior Columbia Basin Ecosystem Management Project (PF Doc. REC-002) and the Coeur d'Alene Geographic Assessment (PF Doc.-003) were consulted. Forest Service manuals and handbooks are consulted on an ongoing basis for guidance on the many elements of trail operations and maintenance.

In 1999 the Coeur d'Alene River Ranger District commenced an extensive inventory of all of its official trail system. This inventory took five consecutive years to complete and was conducted by trained Forest Service employees who walked, measured and compiled detailed notes on trail conditions along with recommended maintenance prescriptions. This data was entered into a database called INFRA using a specific protocol in conjunction with FSH 2309.18. As a result of this inventory the District has detailed and reasonably current information on trail conditions. Trail condition inventories are on-going.

Design for travel management and details on route designation are contained in the Federal Register (Volume 70 Number 216, November 9, 2005) Rules and Regulations. These rules were extensively consulted. Understanding of the purpose and need for the rule and application to travel management planning were clarified by Forest Service nation-wide training sessions and supporting guidebooks. Applicable laws, regulations and policy for travel management were consulted.

Data relevant to recreation visits to the Idaho Panhandle National Forests, generated by the National Visitor Use Monitoring Project conducted in 2003 and published in June 2004, was consulted. A survey of ATV and motorbike users conducted in 2005 by the State of Idaho Department of Parks and Recreation was consulted concerning user needs and preferences. The report titled "Off-Highway Vehicle Recreation in the United States, Regions and States" (PF Doc. REC-004) was used to validate some assumptions about ATV-user preferences. Several other statistical surveys were read, including information generated by the private National Off-Highway Vehicle Conservation Council (PF Doc. REC-005).

Finally, the Coeur d'Alene River Ranger District staff of recreation trail managers have a collective 60 years worth of experience and training in trail maintenance, construction and management most gained in the geographic area covered by the Coeur d'Alene River Ranger District. District trail managers and technicians have participated in the formation of and partnering with various groups, with memberships today in the hundreds. Day-to-day contact with enthusiasts in every trail use category helped mold and maintain a responsive trail program.

C. History of Transportation Development in the Coeur d'Alene National Forest

Before launching into issues concerning transportation management it may be useful to briefly look back at the history of how the present system of roads and trails came to be.

When the newly minted supervisor, rangers and their assistants arrived on the Coeur d'Alene Forest Reserve in 1901, they were charged with an immense task. The 732,000-acre Reserve was mostly free of human development. For centuries, Native Americans roamed the mountains in search of wildlife and forest vegetation that could augment their diet and supply goods that could be manufactured into clothing, canoes, and projectile points and were also traded for goods not found locally. They knew their way around, but were not trail builders; most lived in towns and villages on the shores of the great northern Lakes. Explorer David Thompson may have penetrated the dark range of mountains south of his Lake Pend Oreille trading post, but he made no official record of it. However, his journals contained a narrative of a wild ride down a river that dashed his canoes to pieces; the river may have been the North Fork of the Coeur d'Alene River. Lewis and Clark were

following rivers south of the Coeur d'Alene region. Jesuit missionaries established a mission-trading post at the head of navigation on the Coeur d'Alene River in 1858. The U.S. Army built a crude road through 4th of July Pass in 1861 to connect Fort Benton, with Fort Walla Walla. Later, Fort Sherman was built on Lake Coeur d'Alene. A gold and silver strike in the 1880's brought immigrants to the area. These fortune seekers developed the first roads in the Coeur d'Alene Range. Most notable were wagon roads built along the North Fork Coeur d'Alene River and Prichard Creek, known today as Forest Highway 9.

Figure REC-5. Horse packstring crossing the Little North Fork Coeur d'Alene River on a trail bridge, summer 1924.

The first mission of the Forest Ranger was to construct trails to augment access for crews of men who would begin surveying and mapping the Forest. Foresters followed the trail crews, making note of timber and other commodities of value found on the forest. Following the devastation of forest fires in 1910, the Forest Service embraced the mission of fire protection. To carry out the job of fire fighting, fire prevention and detection, Rangers directed the building of an extensive trail system. The trails facilitated travel by firefighters and pack strings of horses. Fire detection lookouts and observation posts were constructed, connected by the trail system.

Figure REC-6. Forest Service lineman stringing telephone lines to lookouts, 1932.

Figure REC-7. Flume delivers logs to a landing in Burnt Cabin Creek, Coeur d'Alene National Forest, 1926. *The logs were then transported to the mill by rail. Today the route is the location of Forest Road 206.*

All the supplies needed for lookout construction were carried by horse over newly-constructed trails. Horses also carried supplies for trail crews and supplies for the construction of ranger stations and administrative sites that were mostly one-room, rough-cut cabins. The stations were usually located a distance from each other that required a day's horse ride along a trail. Telephone wires were strung to link communications between lookouts and ranger stations. Trails were constructed to service phone lines that were dragged off poles and trees by heavy winter snow accumulation. People looking to exploit the vast timber and mineral resources of the Coeur d'Alene Mountains followed the trail builders. Logging railroads were constructed along the North Fork and Little North Fork of the Coeur d'Alene River in the 1920's. Dams were constructed along the rivers to drive

Figure REC-8. Truck hauling logs, 1947. *Virtually every road constructed on the Coeur d'Alene National Forest was built for industrial purposes.*

logs downstream (Figure REC-7). More trails were built to service logging camps and for horse tow paths used to pull logs out of the woods and down to railheads and lakes created by the dams.

The first roads were built for horse powered conveyances. With the availability of a more robust class of motor vehicles following World War I, logging roads would soon replace rails and water as means of timber extraction. From this point on, road construction would be a major feature of resource development in the Forest. Trails continued to be constructed for the same purposes as originally intended and Forest Service rangers stuck doggedly to horse transportation. The Great Depression slowed timber and mineral development but the Civilian Conservation Corps (CCC) built many roads and trails, and some facilities.

The road construction dam burst following World War II, when an insatiable demand for forest products and minerals developed. Rangers' and technicians' whole careers spanned a time when forest utilization and forest product extraction were the primary focus of working in the woods (Figure REC-8). Intense road construction during the 1950's through the 1970's was funded by money generated from the sale of timber and appropriations from Congress for the purpose of developing main line industrial log haul roads. (PF Doc. REC-004).

In the Coeur d'Alene National Forest, a combination of terrain difficulties and the capability of available logging technology resulted in an incredible volume of roads. Somewhere in the vicinity of 7,000 miles of roads were constructed.

Roads served as collectors for other roads that in turn connected crude "jammer roads." A jammer was a cable log skidding machine that required a large amount of roads because of limited cable reach; often less than 200 feet.

During the road construction period, trails were often plowed over by roads. Roads intersected trails resulting in a trail system of isolated fragments. The Forest Service stopped most trail construction and maintenance during the 1950's and 1960's. Radios replaced lookout phone lines and aerial fire detection made most of the lookouts and observation posts obsolete. The Forest Service adopted the pickup truck as its own, and horses went out to pasture.

Few rangers or supervisors viewed trails and roads as recreation facilities. Certainly people followed the trail crews and road builders in order to take advantage of the bounty of the forest. Few, if any, of these facilities were built with funds intended to provide public recreation services. The first recreation developments in National Forests were cabins, campgrounds, picnic sites and view points. The first trails constructed often led to a particular view point such as a waterfall. Leftover trails were discovered and used by recreation horseback riders and packers. Hiking and backpacking became popular in 1960's and 70's and remain one of the highest use categories.

D. The Recreation Era Begins

By the 1960s, the Forest Service could no longer ignore the increasing numbers of citizens who, for the first time, had leisure time and money to engage in outdoor recreation. The Coeur d'Alene National Forest was slow to recognize the first breeze of change. Timber and mineral development was the concern of local communities almost completely dependent, economically, on natural resource development.

In 1964 the Honda Manufacturing Company introduced a motor-bike called the "Trail 90," and the first practical OHV was born. Motorcycles used in both World Wars were adapted by some people for trail or cross country use but they were heavy and took great skill to ride. The trail 90 could be ridden by almost anyone. There followed rapid development of motorcycles designed for off highway use. The first ATV's were three-wheeled, four-wheeled vehicles followed soon after. The development and popularization of the ATV created motorized trail-riding enthusiasts who wanted a share of the remaining trail system left on the Forest.

The Coeur d'Alene National Forest, soon to be consolidated with two other Forests and re-christened the Idaho Panhandle National Forests, took inventory of and designated trails as "system trails" (now referred to as "inventoried trails") available for multiple recreation uses. Funding for recreation trail

maintenance was scarce from the start and has remained so to this day. Newly-minted Forest Service recreation managers were struggling with a trail system never developed for the volume of traffic and new kinds of uses demanded by the public. Many of the single track trails developed for early 20th century Forest Service transportation and communication needs are poor substitutes for a modern recreation trail system designed for particular types of uses. This is especially true when it comes to adapting the trails to motorized use.

District maintenance practices for the single track trail system have centered on clearing brush and trees from the trail and reconstruction of broken down trail segments. The District has made aggressive use of non-traditional funding sources such as grants. Volunteers and partners are vital to the trail maintenance program. The efforts have been successful in maintaining a system of trails that are generally usable for their intended purposes. Unfortunately, an ever growing number of trail users, shrinking budgets and inappropriate trail use have created many concerns for Forest Service managers. Some routes are causing negative environmental effects or may be unsafe for some or all types of users. Eventually some routes may degrade to the point that they have to be closed due to unacceptable effects to natural resources and public safety concerns.

The evolution of recreational road use by the public is similar in character to that of the trail systems. The primary difference is in function. Roads provide access to recreation opportunities where trails are, in essence, the focus of recreation activity. The vast network of logging roads was also used by an increasingly mobile public. Many have come to feel that if roads exist they should be able to use them without restriction. Prior to the mid 1990s few limitations existed on the road and trail system which allowed people to access most of the district and engage in a variety of recreation and forest product harvest activities. Anytime changes to public land access are proposed some users may be affected and traditional patterns of use may be changed and in some cases difficult to reverse.

3.C.4. AFFECTED ENVIRONMENT

The Coeur d'Alene River Ranger District lies within a 50-mile driving distance of a metropolitan area with a population of approximately 570,000 people. This area is growing in population at a frantic rate. Kootenai County, which makes up a large portion of the Coeur d'Alene River Ranger District, has grown in population by 38 percent from 1995 to 2005. During this period the population grew from 96,677 to 127,668. In 2006, Kootenai County grew by 3 percent and its present population is about 132,000. Adjoining Spokane County in Washington State is growing at a similar proportional rate. This demographic statistic is important because it is directly related to the demand for recreation opportunity and facilities on the Coeur d'Alene River Ranger District. This demand is growing at a time when budget appropriations for recreation have been static or falling.

Travel Management is coming at a crucial time for the District as the growth and demand for trails and roads requires a much higher level of management than previously seen. Population growth near the National Forest in itself is one of many concerns. The following bullets highlight other social trends relevant to recreation travel management (PF Doc. REC-005, REC-006).

- *Approximately 49 percent of Idahoans recreate on National Forest lands at least once a year.*
- *Social economic conditions in the area have migrated from natural resource extraction and manufacturing to services, tourism, recreation and retirement. The local population has the leisure time and financial resources to participate in outdoor recreation.*
- *Many OHV owners have incomes above the average in the U.S. About 60 percent report annual incomes above $50,000.*

- *Combined growth and age demographics are influencing the numbers of people embracing ATV recreation participation. Statewide, 33 percent of Idahoans participate in ATV recreation. In North Idaho, OHV registrations, (includes motor trail bikes), increased by 84 percent in the period between 2001 and 2005. In 2006 there were 9,679 OHV registrations in Kootenai County, representing over 60 percent of all registrations in the five county area of North Idaho. Sparsely populated Shoshone County had 1,870 registrations; 11 percent of North Idaho OHV registrations. Eastern Washington State use numbers are less readily dissected but there may be nearly 15,000.*
- *Population demographics generally favor continued growth of OHV registrations, in particular ATV registrations. While the largest group (51 percent) are younger than 39 years, the fastest growing group of ATV participants falls into the 30 to 50 year age grouping. This group presently represents 29 percent of people who report that they own and use ATVs for recreation. The group representing people 51 years of age or older represents 20 percent of the ATV community. This is particularly true of North Idaho, where the average age is a bit higher because of growth trends in people at retirement age who relocate to the area.*

On the Coeur d'Alene River Ranger District, demand is increasing in almost every category of outdoor recreation. For purposes of this report and analysis the focus will be on trails and motorized use of trails and roads in as much as they provide access for recreation.

For the purposes of this analysis there are several timely statistical samples available aimed at determining who engages in OHV recreation, where they like to recreate and what sort of experience they desire (PF Doc. REC-006, REC-007, REC-011).

- *Seven out of ten OHVs sold in the U.S. market are in the all-terrain vehicle class.*
- *About 76 percent of OHV recreation participants use ATVs; 21 percent report motorcycles as their preferred vehicle type.*
- *ATV product marketing is geared towards ease of operation which favors the growing demographic class in the 51 plus age group.*
- *Rapid suburban development of open space limits the availability of OHV opportunities, pushing the use toward public lands.*
- *98 percent of OHV riders reported using public lands for riding in the last 12 months (2005 survey).*
- *When asked about the primary use of their OHVs, 72 percent said they use their machines for recreation riding (the poll did not specify whether the riding occurred on roads or exclusively on trails); 20 percent used OHVs to facilitate hunting; 3.7 percent said they used OHVs as transport to camping sites; and fishing access scored 1 percent. The remainder fell in the "other use" category.*

3.C.5. Methodology for Direct, Indirect and Cumulative Effects to Recreation

A. Measures of Change

The Forest Service has been directed by the National Travel Management Rule (36 CFR parts 212, 251 and 261), to designate a system of routes for use by wheeled motor vehicles, including off-highway class vehicles. Two measures are addressed concerning motorized vehicle travel designation effects.

Measure of Change 1: Designation of travel routes and types of vehicle classes that are accommodated on these routes may affect the opportunities for motorized and nonmotorized recreation. The issue indicator is measured by a comparison between the *miles of trails* designated for motorized vehicle use (by the type of vehicle and season of use). Within the legal restraints of the State of Idaho motor vehicle codes, most general purpose *roads* open to public travel may also be used by most OHV classes.

Measure of Change 2: Proposed changes to travel management may affect the balance between motorized use and opportunities for solitude and quiet enjoyment of the outdoors offered by hiking, horse riding, nature study etc. The measure of this balance is the *number of acres allocated to each setting class* as defined by the Recreation Opportunity Spectrum (PF Doc. REC-008). Either alternative would have a direct effect on the kinds of recreation experiences and settings available to the public. The ROS is broken into the following access related settings.

- Primitive: No motorized vehicle use. This is a scenic setting with few human modifications of the landscape. The area must be sufficiently large enough for visitors to be well away from the sight and sound of developments (other than trails). Primitive is often associated with but not limited to wilderness areas.
- Semi-primitive, nonmotorized: No motorized uses are allowed within the area but some roads may form corridors through the areas. Areas must be large enough to allow visitors freedom from the sight of roads and other human developments, and the sound of motor vehicles.
- Semi-primitive, Motorized: Similar to nonmotorized except OHVs may be used on trails. Trail routes open to OHVs are separated by large areas of undeveloped lands.
- Roaded Natural Appearing: Roads are present along with OHV trails. Roads, evidence of vegetative management and other developments (such as campgrounds, boat launches, picnic areas, etc.) are present. However, the developments are spread out and do not dominate the natural features of the area.
- Roaded Modified Appearing: This landscape will feature fairly dense human development and/or readily-apparent vegetative manipulation. Other than the presence of development, the landscape still appears natural to most visitors.
- Rural: Rural characteristics for access purposes, usually involving natural lands near or adjacent to urban development (but natural landscapes dominate). The sights and sounds of highways, communities and other developments are near at hand.
- Urban: Highly developed landscapes such as resorts, hotels, golf courses, etc.

B. Roads

The present system of all-vehicle class roads, designated and maintained for public use, does an adequate job of providing access to multiple outdoor recreation opportunities featured on the Coeur d'Alene River Ranger District. Places and outdoor settings that most people value are made accessible by the road system. All District recreation facilities are made accessible to all classes of camping vehicles via the designated road system. Established trailheads are located on roads designated for all motorized uses. Places that are most valued, such as river and lake shores, are

largely accessible by the maintained public road system. Diverse environments from mountain lakes to open ridges, forest and meadowlands are available by road access. Dispersed recreation needs, especially camping, are largely accessible by roads. Approximately 18 percent of the land area of the District is unroaded (roads were never constructed).

Figure REC-9. A poorly-located trail will quickly erode to a point where it is unusable for any purpose. This particular trail has intercepted a stream.

C. Trails

Motorcycles

The history of trail and road construction has been discussed. Interestingly, when the present travel map is compared to the 1929 Coeur d'Alene National Forest map, one will find that virtually all single track trails that are part of the 2007 District trail system were on the landscape in the same location in 1929. Many of these routes were in place prior to 1929. The problems of adapting a trail system built for other purposes in the early 20th century to motorized travel today have been discussed. Most motorbike trail users find the existing single-track system satisfactory for their recreational needs. Since much of this trail system has been on the land for nearly 75 years, people have been accustomed to the presence of the trail system.

The seasonal period for single-track motorized use is generally the snow-free periods beginning in spring and continuing through most of the fall season. Motorbike trail riding on wet, saturated surfaces, the usual early spring condition, contributes substantially to trail erosion and increased maintenance needs.

All-terrain Vehicles (ATVs)

ATVs entered the stage a relatively short time ago but have made a huge impact on National Forest management. The need for travel plans was accentuated with this new class of OHV. By necessity ATVs must operate on roads or double-track trails. The single track trail system will not functionally accommodate ATV use and cannot be converted for their use without substantial construction or reconstruction. In cooperation with ATV enthusiast groups several new trails, that were old roads, have been added to the trail system and are part of the existing trail system.

Violations of road restrictions and destructive cross-country use by ATVs have been well documented in the media. The same situation exists on the Coeur d'Alene River Ranger District. The feeling among recreation professionals and enthusiast groups is that if a system of trails offering diverse experiences can be provided, the violations will largely diminish.

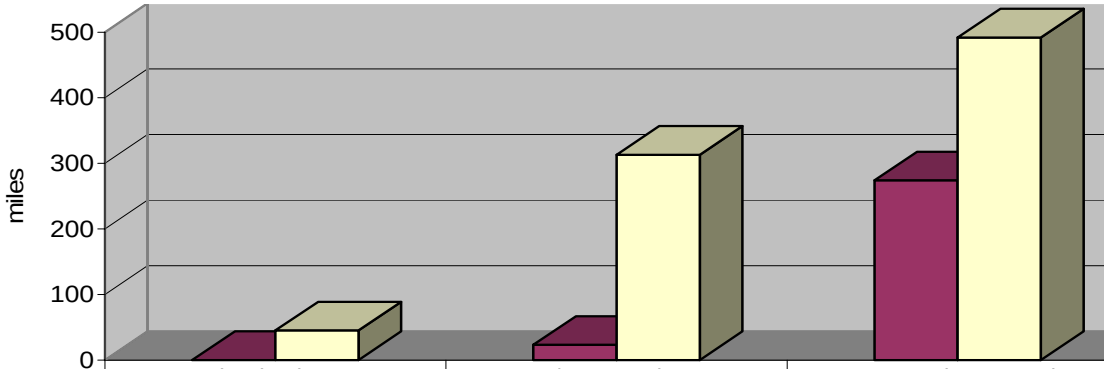
For purposes of analysis and comparison, total miles of trail (by vehicle type) and season of use are the units of measure. (The issue of quality versus quantity is discussed but is recognized as not comparable.) The season of use on trails designated for ATV use on the Coeur d'Alene River Ranger District is presently the period from May 24th to September 8th each year. This issue is one of the most commented on during the public scoping period. Many riders feel that this season of use is far too restrictive and takes away the best seasonal riding period in late spring. This restriction was established due to concerns that ATV use during the spring and fall hunting seasons might be detrimental to wildlife.

4-Wheel Drive Trails

Presently the District has no designated 4-wheel drive (jeep) trails. Problems similar to those discussed above also occur when it comes to this class of OHV. Miles may not be a good measure of quality recreation experience for this vehicle class. Most 4-wheel drive enthusiasts enjoy challenges, such as climbs, and boulder striding. Utility-type vehicles (UTV) are a new class of vehicle that best fits in the 4-wheel drive category. These vehicles usually exceed 50 inches (PF Doc. 009) in width, which makes them unsuited for use on designated ATV trails.

3.C.6. Direct and Indirect Effects to Recreation

The analysis of direct and indirect effects addressed the influence of the travel management plan on opportunities for motorized recreation activities on trails during the spring, summer and fall months. The figure below compares the miles of trail available by vehicle class and alternative. It should be pointed out that under the No-Action Alternative (which reflects travel designations in 1998), routes were not designated for ATV use; rather they were designated for vehicles less than or equal to 50 inches in width.



	4-Wheel Drive Use	ATV/Motorcycle Use	Motorcycle Use Only
No Action	0	23	274
Proposed Action	45	313	492

Figure REC-10. Comparison of miles of trail available for motorized use, by vehicle class..

A. No-Action Alternative

If the No-Action Alternative were to be selected, travel management on the Coeur d'Alene River Ranger District would continue to be directed by the 1998 Travel Plan. Trails authorized by other specific project decisions and constructed or relocated in the period between 1998 and the present time would remain part of the trail system. The total trail miles open to motor vehicles by class is displayed in Figure REC-10, above.

Single-track Trails Under the No-Action Alternative: Motorcycles would have a total of 254 miles of single track designated trails available for use. These trails would be available for motorized use from April 1st to December 15th, dependent on snow and ground conditions.

Double-track (ATV) Trails Under the No-Action Alternative: Under the No-Action Alternative there would be no trail system designated and maintained for ATVs. ATV riders will be able to use the open road system that is shared with other (full-size) vehicles. ATV riders would need to conform to State of Idaho regulations concerning the operation of ATVs on public roadways.

4-Wheel Drive Trails Under the No-Action Alternative: Under the No-Action Alternative, there are no trails designated for use by 4-wheel drive vehicles. If they meet the State of Idaho standards for operation on public roads, these vehicles would be confined to the open road system. This would not meet the desires of this group for routes that challenge their skills and equipment.

Roads Under the No-Action Alternative: Under the No-Action Alternative, over 4,000 miles of roads would be open to full-size vehicles and other vehicles that can legally operate on them. Maintenance conditions would vary widely on these roads with the majority receiving no maintenance due to limitations in funds appropriated for this purpose. Abundant access by motor vehicle in the Coeur d'Alene River Ranger District would be provided.

Recreation Opportunity Spectrum (ROS) Classes Under the No-Action Alternative

The No-Action Alternative would feature approximately 79,000 acres of lands classified as semi-*primitive-motorized* (Figure REC-11). Approximately 56,000 acres of land would be classified as *semi-primitive-non motorized*. Semi-primitive classified lands have no roads. Trails designated for motorized or non motorized uses are essentially the only difference between these classifications.

The *roaded-modified* ROS class would continue to be the most heavily represented because many roads would continue to be open and used by motorized vehicles.

The open road density and the lack of a motorized vehicle use map could make it difficult for those wanting a non-motorized recreation experience to find areas free of motorized vehicle traffic and effects such as noise, wheel ruts and more human encounters due to increased mobility and range facilitated by vehicles.

Summary of Direct and Indirect Effects Under the No-Action Alternative

The No-Action Alternative would not be consistent with the direction in the National Travel Plan, in that there would be no trail system designated for the largest body of OHV users (ATV enthusiasts). The No-Action Alternative would mean that there would be no trail program for ATVs. The No-Action Alternative would greatly exceed the capability of the district to maintain the road and trail system for safe public use.

Trails or roads may be added to the system over time subject to funding availability, staff time to design the trail and prepare construction plans and the availability of specialist staff to provide adequate environmental effects analysis for each project. For the foreseeable future, resources available to the Forest Service (funding and personnel) will continue to limit the number of trails that can be maintained or modified. Roads may be closed to protect resource values or public safety on a case by case basis as conditions warrant and natural events dictate.

B. Proposed-Action Alternative

The proposed action is compliant with National Travel Management Rule (PF Doc. PIC-68). Under this proposal a designated system of trails for motorized uses would be established. There are provisions for single track, double track and 4-wheel drive recreation trails in the proposal. The total trail miles open to motor vehicles by class is displayed in Figure REC-10, above.

Single-Track Trails: The Proposed-Action Alternative would designate 179 miles of single-track trails for motorized uses from approximately April 1st to December 31st, dependent on snow and ground conditions. Additionally, motorcycles would be able to utilize the double-track (ATV) trails along with ATVs.

Double-track (ATV) Trails: The Proposed-Action Alternative would have an ATV trail system of 313 miles; 153 miles would be seasonally restricted from use from September 8th to April 1st each year (open for ATV use from April 1st through September 7th). Motorcycles could also use this double-track system, subject to the same seasonal restrictions. This alternative provides a system of ATV trails designated for ATV use that is not shared with full-size vehicles and can be used by operators not possessing a State-sanctioned driver's license.

4-Wheel Drive Trails: The Proposed-Action Alternative features a 4-wheel drive designated trail system of 45 miles. Ten mile of this system is seasonally restricted from use from September 8th to April 1st each year. The remaining 35 miles is open generally from April 1st to December 15th, dependent on snow and ground conditions.

Roads: The Proposed-Action Alternative would feature a 1,092-mile road system maintained for full-sized vehicles. An additional 62 miles of road would be designated for motorized use subject to seasonal restriction (Table EA-2). This system of roads would provide access to all developed recreation sites and most dispersed sites. The reasonably well-located road system would allow the public to visit much of the Coeur d'Alene River Ranger District by roads.

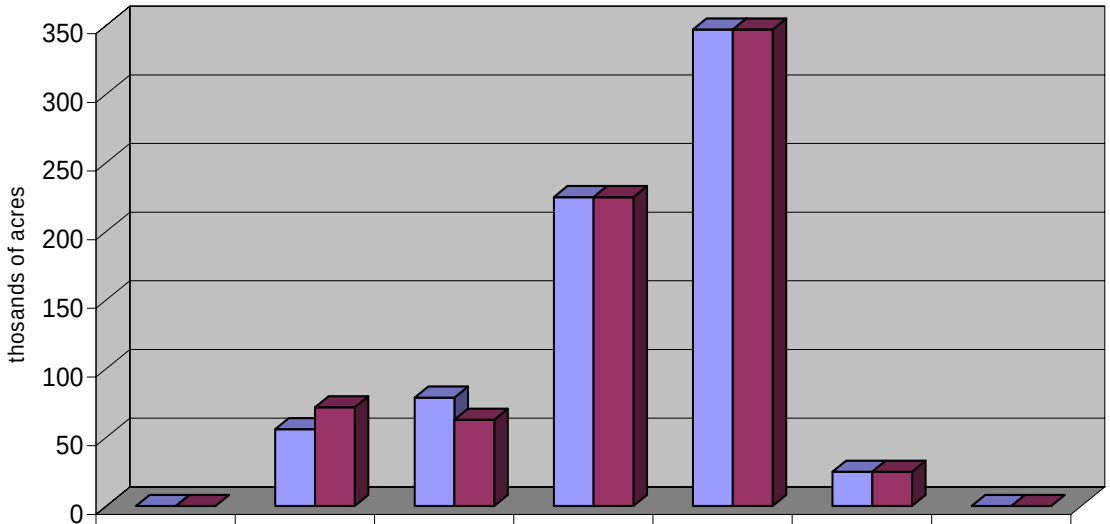
Recreation Opportunity Spectrum (ROS)

The effects on the Recreation Opportunity Spectrum would be to decrease acres classified as *semi-primitive motorized* and increase the acres classified as *semi-primitive nonmotorized* (Figure REC-11) by approximately 16,000 acres.

Under the Proposed-Action Alternative, individuals seeking a sense of solitude and quiet when they visit the Coeur d'Alene River Ranger District would find those experiences easier to locate across the District.

Summary of Direct and Indirect Effects Under the Proposed-Action Alternative

The proposed alternative designates a system of trails for appropriate types of OHV use of National Forest system lands. ATVs will have a designated trail system where riders are not required to share or co-use the roads with full-sized vehicles. A road system that meets public needs for access to recreation facilities and opportunities is provided. The proposed designated road system can be maintained to normal standards for full-sized vehicles.



	Primitive	Semi-Primitive - Nonmotorized	Semi-Primitive - Motorized	Roaded Natural	Roaded Modified	Rural	Urban
No Action	0	56	79	225	347	25	0
Proposed Action	0	72	63	225	347	25	0

Figure REC-11. Recreation Opportunity Spectrum (ROS) class

Trails and roads may be added or deleted from the proposed system on a case by case basis subject to environmental analysis, funding and personnel availability and time. Roads that are retained for administrative uses will be closed for various purposes on a case by case basis.

During development of the Proposed Action, there was a great deal of public involvement, including ATV enthusiasts. Through this dialog between the public and the Forest Service there came a better understanding of the wants and desires of a significant group of recreation clients. People also expressed the need for a recreation experience free from the disturbances of motor vehicles. These people expressed a need for this opportunity on lands not necessarily classified as *semi-primitive*.

Land classified as *semi-primitive* on the Coeur d'Alene River Ranger District is remote from communities. People felt that there should be some similar opportunities in the *roaded* ROS class lands.

The ATV trail system under the Proposed-Action Alternative would better serve areas where concentrated recreation use is occurring. Some of the well-known areas of concentrated use include Horse Heaven, Bumblebee Meadows, Hawks Eye Camp, and others. ATV trails are more convenient because they are located closer to campgrounds. In these locations designated ATV trails may curtail the large amount of illegal OHV activities occurring in and nearby the sites. A common complaint of people camping in the District campgrounds and in the many dispersed sites located along the river valleys is the lack of designated trails for ATV use. Many routes currently available are shared routes open to full-sized vehicles, and have the associated safety concerns. They also complain that children without driver's licenses cannot operate ATVs on unpaved roads because of Idaho State Code standards. The Proposed-Action Alternative attempts to alleviate this condition to a degree.

A positive safety effect of the Proposed-Action Alternative would be to remove some of the ATVs from system roads by providing people more opportunities to ride on trails designated for their use.

A designated trail system with free and readily-available Motor Vehicle Use Maps (MVUMs) should have the effect of reducing the incidences of illegal operations of ATVs on closed roads and cross country.

The designation of a trail system for ATVs will provide the opportunity for Ranger District personnel and local user groups to cooperate on sign installation and in monitoring the route system. Implementation and operation of the ATV system is largely dependent on partner and volunteer contribution to trail maintenance. We will continue to seek grants through the State of Idaho OHV program or other appropriate funding sources. These funds, as well as maintenance contributions from the State Department of Parks and Recreation, are vital when trail reconstruction and heavy maintenance work is required as they normally are following major weather events which can cause substantial wind-throw and/or damage to actual portions of the trail tread.

C. Reasonably Foreseeable Activities under Either Alternative

It is reasonable to assume that development of a new ATV trail unit in the **Laverne Creek** drainage will be completed and added to the ATV trail system. Approximately 18 miles of ATV trail that were originally old logging roads would be affected. This project would be initiated following documentation in accordance with the National Environmental Policy Act (NEPA), with sufficient funding.

Activities proposed under the **Blue Alder Hazardous Fuels Project** may build approximately one-half mile of new trail for nonmotorized use, to connect a proposed relocated trailhead parking site with Trail 431. This project is subject to NEPA sufficiency and availability of funds.

It's likely that the **Chilco Mountain Trail** will be reconstructed so that it may again be used by motorcycles (PF Doc. REC-010). Other single-track motorized trails are in various states of degradation that will eventually require reconstruction activities.

The Chilco Mountain Trail is a good example of the deteriorating conditions of some single track trails. This trail is a fragment of an extensive trail system that linked fire lookouts together and serviced telephone links. It was constructed in 1915. A substantial number of local people have been using this trail for motorbike riding since the first Hondas hit the trails. Riding the trail for them is a tradition that spans generations. These riders use the Chilco Mountain trail along with other single track trails and some roads to form a long loop ride that they may do several times in a season. Since the formation of riding clubs in the last couple of decades, the long-time riders have passed on the tradition to newcomers.

The Chilco Mountain trail is severely impacted (Figure EA-12). Increased use by motorcycles is causing severe rutting which increases erosion and the associated negative effects. Large segments of this trail are virtually unusable by horse riders, and hikers risk sprained ankles attempting to walk on a trail whose tread is beginning to resemble a trench line. The Ranger District has not been oblivious to the situation. Substantial segments of the trail have been reconstructed over the last 25 years. Some reconstruction efforts have successfully alleviated the structural problems of the trail. Some efforts were failures; band-aids that eventually gave way to increased use. A good part of this trail should be abandoned and a new trail built using sound engineering principles which will insure the trail will be safe and not cause negative environmental effects, and will last over the long run with routine maintenance.

Unfortunately, the Chilco Mountain Trail is an example of unacceptable trail conditions that are unsafe and affect other resources. Funds do not exist to fix *all* the problems of old trail systems. Despite volunteer help and grant funding, high-use trails are degrading faster than they can be repaired. Repair of the Chilco Mountain trail is possible but must be done in a fashion that ensures that it can hold up to heavy use through normal maintenance operations. If repaired, a route could be restored for motorcycle travel. At this time, the trail fails to meet standards for safety and maintenance for all uses. Until a suitable alternative route becomes available it is necessary to temporarily restrict motorized use. Naturally, long-term users of this trail see more than the loss, however temporary, of 6.5 miles of trail. For them it is tradition lost. The affinity people have for these overland trail routes is a convincing example of the importance of recreation in peoples' lives.

Figure REC-12. Segments of Chilco Mountain Trail where increased use by motorcycles has caused severe rutting, leading to increased erosion and safety concerns for hikers and horse riders.

3.C.7. Cumulative Effects to Recreation

A. Cumulative Effects Common to Both Alternatives

Both alternatives are, in large part, a product of the effects past management, (see EA-pages 30-34). The legacy of road building for resource management and industrial raw material development activities influenced the current configuration of road and trail recreation opportunities on the Coeur d'Alene River Ranger District. Prior to 1998, travel management efforts fell short of addressing the rapidly changing and growing public recreation uses of existing roads and trails. The large density of roads on the landscape has influenced the type of recreation activities occurring. The District has been and is increasingly thought of as a place rich in motorized recreation opportunities as a result of road construction in the past century.

The growth of public demand for outdoor recreation opportunities of all types in the Ranger District are a result of local and regional demographics. Principle among these are; increase in the time available for leisure activity, increased human mobility provided by motorized vehicles, the development of vehicles designed for off highway uses with increased capability, increased disposable income that can be devoted to recreation, decrease in open space with unrestricted access on privately owned lands and population increase in region.

Residential development on private lands adjacent to the National Forest boundary will influence access to public lands and is likely to increase incidents of trespass and encroachment both into National forest and from the Forest into private lands.

Demographic trends indicate that there will be substantial population growth in the area over the next decade at least. It's reasonable to assume that the demand for recreation opportunities and facilities will grow at a proportional rate. Rapid urbanization of the area will further diminish open lands which may result in more recreation visits to the Ranger District.

It is assumed that continuing demand for forest products, minerals, other economic related goods and services and possibly natural disasters will have an influence on the transportation system as well as recreation opportunities.

B. Cumulative Effects of the No-Action Alternative

This alternative does not directly address the public need for a system of trails designated for specific motorized vehicle classes. Travel plans developed to date did not provide specific opportunities for motorized recreation trail experiences desired by all categories of users. People visiting the Coeur d'Alene River Ranger District for OHV recreation would have to use the existing travel system and share the roads with all types of vehicles. The needs for younger, non-licensed, OHV riders would not be met. Unlicensed ATV riders, for instance would have no opportunity to use them on the Ranger District. The No-Action Alternative would not be in compliance with the Travel Management Final Rule, (36 Code of Federal Regulations (CFR) 121, 251 and 261(PF Doc. PIC-67).

It's unlikely that the road system that existed in 1998 (on average well over a half-century old) will remain intact without adequate maintenance. As this old system of roads diminishes due to flood, erosion, vegetative growth and wear and tear, opportunity for motor vehicle use will diminish in a hap-hazard manner. Hazards to the public due to road failures will be unrecognized by land managers. This may result in increased incidents of serious accidents and potential liability. Since there would be far too many roads to maintain with limited appropriated funds it is likely that roads will be closed as necessary to protect resource quality.

Although the construction of trails without environmental effects analysis and permission would be illegal in any alternative, it can be expected that incidents of trespass will increase on both the National Forest and adjacent private lands. This situation arises when people seek to access old roads via private property or land owners themselves create their own access to adjacent or nearby National Forest. This alternative does not consider the management of travel on adjacent public lands which may complicate management along boundaries shared with the Coeur d'Alene River Ranger District.

This alternative does not provide recreational opportunities to all the various user groups and will not meet the intent of the new Travel Management Rule. Roads and trails will be managed more randomly and be less responsive to the public using the transportation system. This alternative would create a system or roads and trails not holistically managed for motorized recreation users.

C. Cumulative Effects of the Proposed-Action Alternative

The Proposed-Action Alternative is not configured by an existing road network placed on the landscape in the past for purposes not related to recreation access. This alternative designates a road system that meets many recreation requirements of visitors while not burdening the Coeur d'Alene River Ranger District with an excessive amount of road maintenance.

This alternate addresses the need for a system of trails with designated motorized uses. It provides for trails that allow ATV use by unlicensed operators. It provides a better diversity of motorized trails designating some as single track, double track or 4-wheeler with co-uses allowed when properly designed. The alternative proposes a system of trails that attempts to meet the needs for motorized users in a systematic way rather than simply allowing OHVs to follow old roads in a random manner.

This alternative considers management on public lands that considers trail management with a goal to avoid confusion. An example is not designating motorized use of a trail managed for non motorized use on an adjoining public land management unit. Trails for which there is no public right-of-way, which cross private lands, then enter the National Forest are not included as proposed routes.

The action alternative meets the requirements of the "Travel Rule" with the designation of motorized routes, provides for the production of a Motor Vehicle Use Map and implements improved visitor orientation with a standard sign system. A better organized system of information and signing may lesson the number of violations issued for travel on non designated routes by motor vehicles.

D. Summary Comparison of Effects to Recreation

Similarities between alternatives:

- *Both would provide recreation opportunity settings for a diversity of recreation experiences, motorized and nonmotorized.*
- *Both are primarily directed at recreational riding of OHVs and road travel for recreation access to recreation facilities and opportunities.*
- *Both would continue to address travel and access issues.*
- *Both would allow additions or deletions to the trail system as needs arise over time on a case-by-case basis subject to compliance with environmental laws.*
- *Under either alternative, the Forest Supervisor can restrict trail use due to conditions such as fire danger, flood, excessively wet ground, etc. (36 CFR, 261.54 and 55).*
- *Under either alternative, OHV use off designated routes is and will continue to be prohibited as defined in 36 CFR Part 261.*

Differences between alternatives:

- *The No-Action Alternative has no system of designated ATV trails, while the Proposed-Action Alternative proposes an ATV trail system of 313 miles of routes that would be shared with other trail vehicles (considering routes available year-round and those available on a seasonal basis).*
- *Where there are no designated 4-wheel drive routes under the No-Action Alternative, 4-wheel drives would gain a designated seasonal-use trail system of 35 miles under the Proposed-Action Alternative. This trail system may also by used by ATVs and is counted in the total mileage of trails available for ATV use.*
- *The No-Action Alternative would designate 274 miles of single-track trail (of which 20 miles are available on a seasonal basis only). The Proposed-Action Alternative would designate 179 miles of single-track trails (all of which are available year round).*
- *The No-Action Alternative would make it difficult for recreation visitors to avoid the sight and sound of motor vehicles due to a much higher density of open roads, while the Proposed-Action Alternative would provide more nonmotorized recreation opportunities.*

3.C.8. Consistency with Applicable Laws, Regulations and Policies

A. Forest Plan

The Forest Plan identifies goals, objectives, and standards related to providing a variety of recreation opportunities and settings (IPNF Forest Plan, pages II-1 and II-3).

Goals and objectives for recreation relevant to the Coeur d' Alene River Ranger District Travel Plan project.

1. The Forest will continue to provide a share of recreation opportunities and diversity in relation to other public and private entities: recreation planning and operations will be coordinated with other federal, state local and private managers.

Both alternatives provide some motorized trail opportunities and a diversity of opportunities for motorized and nonmotorized recreation access.

2. Forest Service recreation programs will be complementary with other public and private programs where possible.

Each alternative proposes a trail system that would help meet the Idaho State goal to provide facilities to people who register OHVs in the State. Since the state controls limited public land it is imperative the Forest Service, as a multiple-use agency, help meet some of these goals. The Proposed Action was developed through a collaborative effort that involved other federal, state, and county agencies, as well as groups and individuals representing private recreation interests.

3. Provide a variety of recreation opportunities on the Forest.

The Recreation Opportunity Spectrum (ROS) is a measure of this Forest Plan requirement. The 1987 Forest Plan did not produce maps or measures against which empirical analysis could be done. However, current guidance allows incorporation of the ROS as a planning tool and means of comparing effects of proposed alternatives. Either alternative would create a variety of opportunities.

4. Consult with recreation users and other recreation suppliers to coordinate public needs.

An extensive public involvement effort was used to develop the Proposed-Action alternative.

5. The Forest will provide a wide diversity of recreation experiences.

This analysis only deals with one aspect of recreation, travel management. Both alternatives would provide a diversity of routes for all classes of motor vehicles. The Proposed-Action Alternative proposes trails for jeep OHV, while there are none in the No-Action Alternative. ROS is the recognized planning tool for this element.

Standards for recreation relevant to the Coeur d' Alene River Ranger District Travel Plan project.

Management Area 1: Manage for roaded natural ROS. Provide a diversity of recreation opportunities.

Both alternatives would meet this standard.

Management Area 6: Motorized use is confined to designated routes or prohibited in critical habitat.

The action alternative meets this standard for roads and trails and ROS. The No-Action Alternative would not meet the standard for roads and trails.

Management Area 9: No new trail or road construction. Existing designated routes may be maintained for motorized use.

Both alternatives meet the standard.

Management Area 10: Area will be managed for semi-primitive recreation. A variety of trail uses are permitted. Roads are generally not permitted.

Both alternatives would be compliant with this standard.

Management Area 13: Special attribute areas; no new motorized uses.

Special management areas on the Coeur d' Alene River ranger district include; Settlers Grove Botanical Area; Magee Historic Site, Mullan Road Historic Site, Avery Cabin, Little Guard Lookout.

Both alternatives meet this standard.

Management Area 14: Research Natural Areas; no new roads or trails existing uses are permitted.

On the Coeur d' Alene River Ranger District this includes the RNAs (Montford Creek, Pond Peak, Upper Shoshone Creek, Spion Kop). Both proposals meet the established standards for roads, trails and Recreation Opportunity Spectrum for this management area.

Management Area 19: Semi-primitive nonmotorized areas.

The nonmotorized option retains the present condition for this standard and the action alternative adds the Lost Creek roadless area to lands meeting this standard on the Coeur d' Alene River Ranger District. Recreation Opportunity Spectrum for this management area would be unaffected by either alternative.

B. 36 CFR 212, 251 and 261 (2005 Travel Rule)

The Proposed Action alternative meets all requirements of the various components included in the 2005 Travel Rule found in the CFR sections listed above. The No Action alternative would not meet the intent of the rule because the designated route system would not include all vehicle classes and uses.

3.C.9. List of References Used in the Recreation Analysis

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3.D. WILDLIFE CONCERNS – DISCLOSURE OF EFFECTS

3.D.1. INTRODUCTION

This section addresses the effects on the wildlife resources of Travel Plan alternatives for designation of roads and trails for public motorized access during the non-winter period. The Coeur d'Alene River Ranger District currently has an open road density (designated for public motorized use) of 1.1 miles per square mile, which can influence the distribution and abundance of wildlife (Project File, Doc. WL-180).

Traffic data are not available for most roads in the project area. However, monitoring on Roads 209, 268 and 612 in 2007 documented traffic levels that averaged 906, 573 and 295 vehicles per day, respectively, on Memorial Day Weekend, one of the busiest weekends of the year. These 2007 traffic levels were 22%, 29% and 27% higher than the traffic on the same routes in 2006 (PF Doc. WL-95), indicating an increasing trend in number of vehicles driving the roads in the analysis area. Traffic is even higher on the North Fork Coeur d'Alene River Road. The following table shows the rapid growth in Kootenai County and adjacent Spokane County (PF Doc. WL-165)

Table WL-1. Human Population Growth 2000-2006 in Kootenai County, Idaho and Spokane County, Washington.

	2000 Population	2006 Population	Population Change
Kootenai County	108,685	131,507	+ 22,822 (21% increase)
Spokane County	417,939	446,939	+ 29,000 (7% increase)
Shoshone County	13,771	13,180	- 591 (4% decrease)
TOTAL for the 3 counties	**540,395**	**591,626**	**+ 51,231 (9% increase)**

Motorized travel is a growing recreational use on the Coeur d'Alene River Ranger District. In the past 50 years, the Forest Service has developed thousands of miles of roads and trails in formerly remote and secure wildlife habitat. On the Coeur d'Alene River Ranger District, in addition to roads and trails tracked in the Forest Service road and trail database, numerous user-created roads and trails are being used and potentially impacting wildlife. Many restricted roads have no physical barriers to prevent travel, even though they are not designated for public motorized travel. Some drivers of ATVs and full sized vehicles have become accustomed to driving cross-country off designated roads and trails. Effects of motorized use can include: habitat loss, mortality risk, changes in wildlife behavior including avoidance of or displacement from suitable habitat, and disruption to linkage zones or movement corridors. These are discussed in more detail in the Analysis Methods section.

The National Environmental Policy Act directs the agency to focus on a full and fair discussion of significant issues, and identify and eliminate from detailed study the issues that are not significant. According to CEQ 1502.15 regulations, the level of analysis should be commensurate with the importance of the impact, the risk associated with the project and species involved, and the current level of knowledge. The analysis methodology was developed based in part on the significance and consequences of potential effects.

The analysis of potential effects from travel management on wildlife species are based on premises that help define the issues/concerns and focus the analysis on environmental issues related to the proposed action. First, this analysis addresses the effects of roads and trails designated for motorized use (and their associated human use) under the No-Action and Proposed-Action Alternatives (not including over-snow use).

Second, the type and/or status of roads and trails and associated use influence the potential for effects. For example, motorized trails increase the potential for displacement of some wildlife but would not cause indirect habitat loss through firewood gathering. Wildlife collisions and associated mortality can occur on designated National Forest System roads, but occur less frequently than on high speed roads such as highways.

Third, no unauthorized cross country travel or user-created trails will be analyzed (as discussed in Chapter 2). And fourth, the concerns addressed in the wildlife analysis are habitat loss, mortality risk, habitat avoidance/displacement, and linkage zones or movement corridors. Each are described in further detail below.

These premises are supported in scientific literature, i.e. Leege. 1984 (PF Doc. WL-R213), Joslyn and Youmans 1991 (PF Doc. WL-R212), Gaines et a. 2003 (PF Doc. WL-R206), Wisdom et al. 2004 (PF Doc. WL-R263), and Rowland et al. 2005 (PF Doc. WL-R218).

Habitat Loss: Roads designated for public motorized use afford access for firewood gathering that reduces snags (dead trees) and down woody material, causing habitat loss for numerous species that depend on snags and down woody material. Habitats with more snags support more species of birds and other wildlife which use snags for nesting, foraging or resting than habitats with few snags. Loss of large snags from firewood cutting can make some forest stands unsuitable for species which require large snags (i.e. pileated woodpecker, pygmy nuthatch, fisher). Forest Service researchers found that stands not adjacent to roads had three times as many snags, while stands adjacent to closed roads had 46% more snags compared to stands adjacent to roads designated for motorized use. This was based on surveying 49 forest stands (PF Doc. WL-R204).

Mortality Risk: Vulnerability to hunting and trapping, as well as direct mortality from vehicle collisions, and increased access for predators are the three main components of mortality risk. Slow-moving amphibians are especially vulnerable to being run over by vehicles on forest roads (Jochimsen et al. 2003; PF Doc. WL-R234; Havlick 2002; PF Doc. WL-283; Wind & Dupuis, 2002; PF Doc. WL-R230). On the other hand, direct mortality of elk from vehicle collisions is low since traffic speeds are relatively slow and elk can usually avoid motor vehicles at slower speeds. Idaho Department of Fish and Game manage populations of game species such as elk and American marten through hunting and trapping regulations. Human access is the single biggest threat to big game populations, making deer and elk vulnerable to poaching, stress, hunting, accidents and displacement.

Research by Idaho Department of Fish and Game biologists on the Coeur d'Alene River Ranger District found that high road density in parts of the district increased vulnerability of bull elk to hunting mortality, lower bull-to-cow ratios, with few mature bulls in the population. The cow elk population is lower than the goals set by Idaho Department of Fish and Game for the Panhandle Zone (PF Doc. WL-13). From 1988 to 1990 they followed 78 elk from aircraft three times per week during the hunting season and weekly the rest of the year. In their study, highly roaded areas had a total road density of 5.9 miles per square mile and an open road density of 4.5 miles per square mile during the late 1980s. The "unroaded" area had a total road density of 1.3 miles per square mile and open road density of 1.0 mile per square mile. High elk mortality from hunting in the highly roaded area resulted in a much lower ratio of bulls to cows (10 to 100 in the highly roaded area vs. 34 to 100 in the "unroaded" area). Almost 2 out of 3 bull elk were killed in the highly roaded area, where no bull elk lived past 5.5 years of age. This compares with 2% of the elk population surviving to 10.5 years in their "unroaded" study area. Poaching occurs on some closed roads which do not have physical barriers to prevent motorized travel and are not routinely patrolled by law enforcement officers.

Habitat Avoidance and Displacement: Motorized use of designated roads and trails affects the distribution and abundance of many wildlife species, especially in nesting or denning habitat. Physiological effects to wildlife of stressors including noise and traffic aren't always obvious. Some animals won't run away from vehicles, yet their heart rate, stress hormones and other physiological responses increase (Havlick, 2002; PF Doc. WL-R283; USDA Forest Service, 2006; PF Doc. WL-R284; Gaines, 2003; PF Doc. WL-R206; Joslin & Youmans, 1999; PF Doc. WL-R212). Lights and noise may interfere with behavior of birds and amphibians, which rely on auditory cues for breeding and protection from predators (Jochimsen et al. 2004, p. 6. PF Doc. WL-R234). Some wildlife species, such as the fisher, may not be displaced from suitable habitat by human activity (PF Doc. WL-R212, p. 7.34).

Many roads and trails designated for motorized use bisect riparian habitats or are on ridgetops or saddles which are important habitats preferred by many wildlife species. Numerous studies have shown that elk, deer and many other wildlife species are displaced from their habitat because they

avoid motorized roads and trails. Forest Service researchers evaluating the effects of motorized traffic on 29 wildlife species found that wildlife displacement or avoidance of habitat near roads was cited more often in the scientific literature than any other effects of roads on wildlife. Motorized trails had a greater effect on more species of wildlife, i.e. displacing wildlife farther, than non-motorized trails (PF Doc. WL-206). Songbirds and other bird species are affected by human disturbances; their avoidance of and disturbance by motorized roads and trails has been documented in the scientific literature (Gaines et al., 2003; PF Doc. WL-296; Havlick, 2002; PF Doc. WL-283; Partners in Flight, 2000. PF Doc. WL-R267, Jalkotzy et al. 1997; PF Doc. WL-R286). One study found roads and motorized trails reduced forest bird reproduction up to a distance of 200 meters (PF Doc. WL-R206, p. 28). Raptor avoidance of human disturbance is particularly well-documented. Goshawks do not show a high tolerance to human disturbance and thus may avoid areas of human activity.

Linkages or Movement Corridors: Disruption to linkage zones or wildlife movement: Major ridges and riparian areas through suitable habitat provide linkage zones or movement corridors for wildlife. An example is the Montana/Idaho border area on the eastern edge of the Coeur d'Alene River Ranger District, which is entirely in Lynx Analysis Units. This area has been identified as a potential linkage area for wildlife between the Cabinet/Yaak and Bitterroot areas (PF Doc. WL-R242), and as a link for dispersal of wolves in northern Idaho (Hansen, 1986; PF Doc. WL-R134). Roads and trails alter the dispersal and movement of wide-ranging carnivores such as the wolverine (Gaines et al., 2003; PF Doc. WL-R206; Carroll et al. 2001. PF Doc. WL-R240). A GIS analysis determined most lands along Interstate 90 east of Wallace do not appear to be an impediment to linkage for wildlife. However, the interstate itself may impede wildlife movement (PF Doc. WL-R242, p. 25). This research also determined that road densities have the following impacts on wildlife linkage:

Table WL-2. Effects of Road Density on Large Mammals

Road density (miles per sq. mi.)	Impact to wildlife
0	beneficial
0.01 – 1.00	neutral
1.01 – 2.00	minimal
> 2.00	moderate

3.D.2. APPLICABLE LAWS, REGULATIONS, AND POLICIES

The regulatory framework providing direction for the management of wildlife habitat primarily comes from the following sources:

- The Endangered Species Act of 1973 (ESA), as amended
- National Forest Management Act of 1976 (NFMA)
- The Migratory Bird Treaty Act of 1918
- Forest Service Manual (FSM) and Handbook (FSH) direction
- Idaho Panhandle National Forests Forest Plan (USDA 1987), as amended

The following is a summary of regulatory guidance and its relation to the management of wildlife species and habitats in the Idaho Panhandle National Forests.

The Endangered Species Act, Section 7 directs federal agencies to ensure that actions authorized, funded, or carried out by them are not likely to jeopardize the continued existence of any threatened or endangered species or result in the destruction or adverse modification of their critical habitat. The ESA requires the Forest to assist in recovery of threatened, endangered, and proposed species and the ecosystems upon which they depend. This direction also requires the Forest Service to complete biological assessments to document whether projects would likely have adverse effects on identified habitats or populations of threatened or endangered animals. The Forest Service is required to consult with the US Fish and Wildlife Service if a proposed activity may affect the population or habitat of a listed species.

The National Forest Management Act of 1976 (NFMA) provides for balanced consideration of all resources and provides for a diversity of plant and animal communities based on the suitability and capability of the specific land area and within multiple use objectives of a Land Management Plan.

Migratory birds are protected under the Migratory Bird Treaty Act of 1918 (16 USC 703-711) and the Migratory Bird Executive Order 13186. The Migratory Bird Treaty Act prohibits actions that could affect dozens of migratory bird species which occur in the project area. This law made it illegal to "pursue....take....kill....any migratory bird...." In January, 2001 the President of the United States issued Migratory Bird Executive Order 13186, which describes the responsibilities of federal agencies to protect migratory bird species through a Memorandum of Understanding (MOU) with the Fish and Wildlife Service. It directs federal agencies to ensure that environmental analyses evaluate the effects of federal actions and agency plans on migratory birds, with emphasis on species of concern. Species of concern include priority bird species identified in the Idaho Bird Conservation Plan (Idaho Partners in Flight, 2000; PF Doc. WL-R244).

The Forest Service Manual directs the Regional Forester to identify sensitive species for each National Forest where species viability may be a concern. This direction requires the Forest Service to manage the habitat of the species listed in the Regional Sensitive Species List (USDA Forest Service 2004 (PF Doc. WL-89) to prevent further declines in populations, which could lead to federal listing under the Endangered Species Act. The Manual also provides direction concerning implementation of the ESA and NFMA.

The Idaho Panhandle National Forests Forest Plan (1987), in compliance with NFMA, establishes Forest-wide and Management Area direction, goals, objectives, standards, and guidelines for the management and protection of wildlife habitat and species. The Forest Plan also identifies the Management Indicator Species in order to monitor effects of planned management activities. Forest-wide standards (Forest Plan, pages II-26 through II-29) that apply to this project level analysis include:

1. Elk

a. Coordinate with the Idaho Fish and Game Department to allocate the distribution of habitat potential.

b. Identify and delineate existing and potential winter range for each elk habitat unit and establish goals for forage production suitable to support desired population levels, including such tools as designation of permanent forage areas, scheduling of timber harvest, and habitat movement.

c. Utilize the "Guidelines for Evaluating and Managing Summer Elk Habitat in Northern Idaho" (Wildlife Bulletin No. 11, 1984, Idaho Department of Fish and Game) for evaluation of effects of proposed activities on elk habitat (Forest Plan, Appendix Y).

d. Include lands of all cooperators for habitat analysis where mixed ownership is within Elk Habitat Units.

2. Threatened and Endangered Species

a. Management of habitat and security needs for threatened and endangered species will be given priority in identified habitat. Results of research regarding habitat of threatened and endangered species will be incorporated into management direction as it becomes available.

b. Biological evaluations will be done on any project likely to have an adverse effect on identified habitats of threatened or endangered animals.

c. Current direction for management of threatened and endangered species will be amended or revised to ensure conformance with Species Recovery Plans.

5. Bald Eagle

a. Nesting, feeding and roost areas will be protected in accordance with the Pacific States Bald Eagle Recovery Plan (Forest Plan, Appendix W).

b. Develop site specific bald eagle nest management plan for each located eagle nest on National Forest land as outlined in the Montana Bald Eagle Management Plan (Forest Plan, Appendix II) and adopted for use on the Idaho Panhandle National Forests.

c. Cooperate in research and surveys involving bald eagles on the Forest.

6. Gray Wolf

a. In areas of reported occurrence, consider maintenance of a high number of prey species (deer, elk) and maintenance of security through road management.

b. Forward information on reported sightings to the Wolf Recovery Team.

c. Cooperate in research and data collection involving wolf and wolf habitat.

On February 27, 2008, U.S. Fish and Wildlife Service proposed that the gray wolf be delisted (taken off the Threatened and Endangered species list). When delisted, the Forest Service would manage the gray wolf as a sensitive species.

7. Other Wildlife

a. Maintain at least minimum viable populations of management indicator species distributed throughout the Forest (Appendix L for indicator species selection process, Idaho Panhandle National Forests Forest Plan.

b. Maintain habitat for cavity nesting species and foraging substrates by implementation of the IPNF Snag and Woody Down Timber Guidelines (Forest Plan, Appendix X).

9. Sensitive Species

Manage the habitat of species listed in the Regional Sensitive species list to prevent further declines in populations, which could lead to Federal listing under the Endangered Species Act.

The Idaho Comprehensive Wildlife Conservation Strategy was developed primarily by Idaho Department of Fish and Game, with extensive input from the Forest Service and other interested agencies, organizations and individuals (PF Doc. WL-R209). The Forest Service cooperates with IDF&G and other interested agencies to contribute to the conservation of those species that occur on National Forest System lands listed as Species of Greatest Conservation Need in the Idaho Comprehensive Wildlife Conservation Strategy.

3.D.3. GEOGRAPHIC SCOPE

The wildlife analysis area for direct and indirect effects for this project is the National Forest System lands on the Coeur d'Alene River Ranger District. The cumulative effects analysis area is the entire Coeur d'Alene watershed, including private and other lands not managed by the Forest Service. For most species, the analysis area includes multiple home ranges.

3.D.4. ANALYSIS METHODS

The appropriate methodology and level of analysis needed to determine potential effects is influenced by a number of variables, including the potential for impacts, the risk to resources and species, and the information necessary for an informed decision. This analysis is based on the following, which provide the primary direction used to develop the analysis for potential effects on wildlife:

- *Applicable Recovery Plans for threatened and endangered species*
- *Available Conservation Assessments and Strategies for wildlife species*
- *Additional scientific literature*
- *GIS analysis of motorized routes and suitable habitat for these species*

This wildlife analysis is organized by four main sections on habitat and species:

- *Threatened and Endangered Species*
- *Sensitive Species*
- *Management Indicator Species (MIS)*
- *Forest Birds*

The published literature was searched to determine effects of motorized traffic on sensitive and MIS species and forest birds and their habitats. As noted in effects analysis discussion, experts were consulted who have studied certain species, such as lynx and fisher. The effects of motorized vehicles on most nongame species have not been researched or published in the scientific literature as extensively as for game species.

Habitat associations provide the foundation for assessing habitat capability/suitability and assessing potential effects. The Idaho Panhandle National Forests have developed queries of TSMRS/FSVeg databases for select species to represent suitable habitat. These are based on biotic (variable attributes such as stand structure) and abiotic (fixed attributes such as slope and aspect) components. An explanation of key habitat components that determine habitat suitability is in the project file (PF Doc. WL-25).

Maps of routes in or adjacent to suitable habitat are also in the project files. Habitat for other species that cannot be quantified by existing timber stand data was based on species ecology and appropriate indicators of habitat. For more details, refer to the section on Habitat Relationships and Affected Environment (pp. 12-33) and (pp. 38-39).

The analysis evaluates habitat based on the suitability of vegetation (e.g. structure and composition) for wildlife species or groups of species with similar habitat needs, disturbance, and the potential for mortality. Suitable habitat under this analysis is defined as wildlife habitat that currently has both the fixed and variable stand attributes that enable it to provide the habitat requirements for a given species. Variable attributes change over time and may include seral stage, cover type, stand density, tree size, stand age, or stand condition. More specific discussions on analysis methodology can be found in the sections on individual species and their habitat.

Direct, indirect, and cumulative effects are disclosed by alternative and by species. Direct effects are caused by the action and occur at the same time and place. An example is when an animal moves away from a road due to motorized traffic. Indirect effects are caused by the action but occur later in time, yet are still reasonably foreseeable to occur (40 CEQ 1508.8). CEQ regulations (40 CFR 1608.7) define cumulative effects as impacts that result from the incremental impact of an action when added to other past, present and reasonably foreseeable actions, regardless of what agency or person undertakes such actions. Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time.

3.D.5. WILDLIFE SPECIES RELEVANCY

A. Wildlife Species Not Analyzed in Detail

Some species were not discussed because they: 1) may not occur in the analysis area; 2) may not be impacted at a level that influences wildlife populations; or 3) can be adequately addressed through design of the project. Preliminary analysis information for species not analyzed in detail is located in the wildlife section of the project file (PF Doc. WL-156).

The U.S. Fish and Wildlife Service identified four listed wildlife species that may occur on the Idaho Panhandle National Forests (Species List 1-9-07-SP-0163, August 9, 2007). The following table summarizes the two listed wildlife species and wildlife habitat components not analyzed in detail, the rationale for eliminating them from analysis, and a brief description of their preferred habitats.

Table WL-3. Threatened & Endangered Wildlife Species Not Analyzed in Detail.

Species	Rationale for elimination from detailed analysis	Preferred Habitat
Grizzly Bear (*Ursus arctos horribilis*)	Project is outside designated Recovery Zones or known areas of occupied use.	Habitat generalist. Denning areas isolated and remote from human development.
Woodland Caribou (*Rangifer tarandus caribou*)	Project outside designated Recovery Zone and known distribution of the species.	Above 4,000 ft. in Engelmann spruce/subalpine fir and western red cedar/western hemlock forests.

The following table is based on the Regional Forester's Sensitive Species List (PF Doc. WL-89 and WL-89a). It addresses species that do not require detailed analysis, provides a brief discussion on why there is no need for detailed analysis, and a brief narrative on preferred habitat.

Table WL-4. Sensitive Wildlife Species Not Analyzed in Detail.

Species	Rationale for Elimination from Detailed Analysis	Preferred Habitat
American Peregrine Falcon *(Falco peregrinus anatum)*	No nests on district. Proposed action(s) would not affect suitable habitat or influence habitat use or occurrence.	Nests on high cliffs with overhanging ledges and a vertical surface near open habitat and an adequate prey base.
Common Loon *(Gavia immer)*	No habitat on the district. Proposed action(s) would not affect suitable habitat or influence habitat use or species occurrence.	Large, clear lakes below 5,000 ft. elevation with at least a partially forested shoreline and adequate prey (fish).
Northern Bog Lemming *(Synaptomys borealis)*	The project area is outside the range of the species in Idaho.	Bogs, fens and, wet alpine and subalpine meadows.

B. Wildlife Species Analyzed in Detail

Some wildlife habitats or species require a detailed analysis and discussion to determine potential effects. Species which were analyzed were identified from the U.S. Fish and Wildlife Service Listed Species list (PF Doc. WL-99), the Regional Forester's Sensitive Species List (PF Doc. WL-89 and WL-89a), Management Indicator Species from the Forest Plan applicable to the District, and scoping comments. Relevancy was determined if there is evidence of species occurrence, capable and/or suitable habitat present, or potential for the proposed actions to affect a species or its habitat.

The assessments of effects consider the scope and nature of the activities associated with the No-Action and Proposed-Action Alternatives, the potential risks for adverse impacts, and the ability to determine potential effects based on available information.

The following tables summarize the wildlife species and wildlife habitat components analyzed in detail, the rationale for analysis, and a brief description of their habitats.

Table WL-5. Threatened and Endangered Wildlife Species Analyzed in Detail

Species	Rationale for Detailed Analysis	Preferred Habitat
Gray Wolf (*Canis lupus*)	Wide ranging species, Idaho/Montana divide identified as important for travel. No verified wolf pack documented, but individual observations in the project area.	Large areas with high prey densities and often isolation from human activities.
Canada Lynx (*Lynx canadensis*)	Portions of the project area are in Lynx Analysis Units.	Subalpine fir/spruce habitat or closely associated forests (generally above 4,000 feet elevation) that provide a prey base of snowshoe hares.

On February 27, 2008, U.S. Fish and Wildlife Service proposed that the gray wolf be delisted (taken off the threatened and endangered species list) effective March 27, 2008. When delisted, the Forest Service would manage the gray wolf as a sensitive species.

Queries of the Timber Stand Management Records System database (TSMRS) identify suitable habitat for Canada lynx (PF Doc. WL-90). Maps of wildlife habitat are provided in the project files for this species. For analysis purposes, a 500-meter wide corridor on the Idaho side of the Montana/Idaho border was used to calculate miles of motorized routes that could potentially affect the movement of wolves and lynx across the landscape to the north and south.

Table WL-6. Sensitive Wildlife Species Analyzed in Detail

Species	Rationale for Detailed Analysis	Preferred Habitat
Western Toad *(Bufo boreas)*	Species present in project area and potentially impacted by the project.	Breed in shallow ponds and lakes. Adults occur in a variety of uplands. Breed in shallow ponds, lakes, or slow moving streams.
Coeur d'Alene Salamander *(Plethodon vandykei idahoensis)*	Known sites in project area and potentially impacted by the project.	Springs, seeps, spray zones and streamsides with fractured rocks.
Harlequin Duck *(Histrionicus histrionicus)*	Suitable habitat present within the project area and potentially impacted by the project	Shallow, swift streams in forested areas removed from human disturbance.
Bald Eagle *(Haliaeetus leucocephalus)*	Suitable habitat is present and potentially impacted within the project area.	Forests adjacent to large rivers and lakes
Flammulated Owl *(Otus flammeolus)*	Suitable habitat is present and potentially impacted in the project area.	Relatively open mature/old growth ponderosa pine, Douglas-fir forest.
Black-backed woodpecker (*Picoides arcticus*)	Suitable habitat is present and potentially impacted in the project area.	Strong association with early post-fire forest stands and areas of high woodborer beetle populations. Nests in stands with high snag density
Black Swift *(Cypseloides niger)*	Suitable nesting habitat present. Indirect human disturbance.	Builds nest behind or next to waterfalls and wet cliffs.
Pygmy Nuthatch *(Sitta pygmaea)*	Suitable habitat is present in the project area for this species. Treated as a guild with flammulated owl.	Ponderosa pine habitat, especially mature-old growth stands.
Townsend's big-eared Bat *(Corynorhinus townsendii)*	Suitable habitat (e.g. roosting, maternity, hibernation) is present in the project area for this species.	Caves, mines, and buildings.
Fringed Myotis *(Myotis thysanodes)*	Suitable habitat and species present. Treated as a guild with flammulated owl.	Dry coniferous forests, caves, mines, buildings, large snags for roosting.
Fisher *(Martes pennanti)*	Suitable habitat in the project area and potentially affected.	Moist forested habitats, mature/old growth habitat for denning.
Wolverine *(Gulo gulo)*	Suitable habitat and species present. Documented occurrences in project area.	Omnivorous habitat generalist.

Queries of the TSMRS database identify suitable habitat for fisher, northern goshawk and flammulated owl (PF Doc. WL-90). Maps of wildlife habitat are provided in the project files for these species. A query that identifies habitat for pileated woodpeckers was developed by district wildlife biologists. The measure of change for these species will be the miles of routes designated for motorized use through their habitat as determined by GIS using habitat models developed for wildlife on the Idaho Panhandle National Forests. Similar analyses are used to calculate potential habitat loss from firewood cutting (within 100 meters or 328 feet of motorized roads) for species which use snags and/or down woody material (flammulated owl, pygmy nuthatch, black-backed woodpecker, fringed myotis, fisher and American marten).

Appropriate analysis methods for the following species vary, depending on each species' habitat, ecology and behavior. Where possible, we used analysis methods which have been used in published literature for the species.

Western or boreal toads use a variety of riparian and upland habitats. Research has shown they can travel more than three miles from their natal pond. Few sites in the analysis area are farther than

three miles from a motorized trail or road. Total miles of motorized routes on the Coeur d'Alene River Ranger District were calculated to measure potential effects to this species (PF Doc. WL-101).

A Forest Service geologist determined that at least 95 percent of the analysis area has geology which could provide habitat for Coeur d'Alene salamanders (PF Doc. WL-122). The total miles routes designated for motorized use on the Coeur d'Alene River Ranger District were calculated to measure potential effects to this species (PF Doc. WL-101).

A GIS analysis determined the miles of roads within 100 meters of harlequin duck streams that are designated for motorized use (PF Doc. WL-110).

A GIS analysis determined the miles of open motorized roads where firewood cutting is allowed, which decreases the quality and quantity of habitat for species which use snags and down wood:

- *Flammulated owl and fringed myotis (PF Doc. WL-136, 137 and 138)*
- *Black-backed woodpecker (PF Doc. WL-129, 130 and 131)*
- *Pileated woodpecker (PF Doc. 160, 161 and 162)*
- *Fisher and marten (PF Doc. WL-132, 133 and 134)*

A GIS analysis identified motorized roads and trails which allow access within 200 feet of mines that provide roosting habitat for fringed myotis and Townsend's big-eared bats (PF Doc. WL-123). These habitats are most susceptible to human disturbance, which can cause bats to abandon otherwise-suitable habitat. For fringed myotis, large snags are an important habitat; this species raises its young in cavities in tall, large diameter snags. Townsend's big-eared bats in northern Idaho are not known to use snags.

Table WL-7. Rationale for Management Indicator Wildlife Species Analyzed in Detail

Species	Rationale for Detailed Analysis	Preferred Habitat
Elk (*Cervus elaphus*)	Suitable habitat and species present. Potentially affected by the project.	Variety of forest habitats
Northern Goshawk (*Accipiter gentilis*)	Suitable habitat and species present. Potentially affected by the project.	Mature conifer forests

The analysis of motorized effects on elk is based on the 1984 Idaho Department of Fish and Game publication "Guidelines for Evaluating and Managing Summer Elk Habitat in Northern Idaho" (Leege, 1984; PF Doc. WL-R213) and elk research on the Coeur d'Alene River Ranger District in 1988-1990 (Leptich and Zager, PF Doc. WL-R214). Roads restricted to Forest Service administrative use receive minimal traffic and were not included in this analysis of effects of motorized use. Habitat security is defined by Leege as areas at least 250 acres in size at least one-half mile from roads and trails which are designated for to motorized use. The Idaho Department of Fish and Game considers Leege's analysis to be the best and most current methodology for analyzing motorized traffic effects on elk. The effects of motorized trails were calculated the same as motorized roads. The Forest Plan directed development of a procedure for monitoring elk habitat in cooperation with Idaho Department of Fish and Game. The district was mapped as eighteen Elk Habitat Units or EHUs (PF Doc. WL-12; PF Doc. WL-140), and management goals were established for each EHU. These are combined as a weighted average elk habitat potential for the Fernan and Wallace sides of the Coeur d'Alene River Ranger District.

Roads designated for motorized use on a seasonal basis were evaluated the same as roads designated for motorized use year-round. In some cases seasonal road closures may increase security for elk during the hunting season, but the security values were not changed in the elk model calculations because this model is based on summer elk habitat use and is not an elk vulnerability model.

Northern Goshawk: Known goshawk nests and territories, and a 230-meter buffer around each were mapped in GIS. Miles of roads were measured inside these buffers (PF Doc. WL-127 and 128).

3.D.6. HABITAT RELATIONSHIPS AND AFFECTED ENVIRONMENT

This section provides basic information on the ecology and habitat use of threatened, endangered and sensitive species and forest birds. Although numerous published papers and management recommendations exist for these species, this section focuses primarily on the factors most relevant to management of motorized use on designated roads and trails.

A. Threatened and Endangered Species

Gray Wolf

Historically wolves were distributed throughout Idaho in unknown populations. Wolf packs of four to ten animals ranged widely in the mountains of northern and central Idaho. A decline of native ungulates (deer, elk and moose) began after thousands of miners arrived in Idaho in the late 1880s. Control programs designed to eradicate wolves and conflicts with livestock and humans caused further decline of wolf populations in Idaho (Hansen, 1986; (PF Doc. WL-R134).

Wolves exhibit no particular habitat preference relative to vegetative structure and composition. Their movements are dictated by where they can find food. Areas with high big game populations, and usually isolation from human disturbance characterize quality wolf habitat. Other important habitat features for wolves include den and rendezvous sites. The primary effect on wolves due to motorized use on designated roads and trails is the increased potential for human/wolf conflicts that lead to increased mortality risk.

North of Interstate 90, wolves are listed as endangered, and receive full protection under the Endangered Species Act. South of Interstate 90 is the Central Idaho Reintroduction Area where gray wolves are classified as a nonessential experimental population (USDI 1994. PF Doc. WL-R255). This classification treats wolves as proposed for listing under the Endangered Species Act. No changes in land use restrictions (other than the possibility of temporary restrictions near den sites) are required because of the reintroduction (USDI 1994. PF Doc. WL-R255).

Given the wide-ranging nature of wolves, their use of a variety of forest habitats, and the scope of the proposed action, it is likely that wolves occur in the project area, and could be encountered on roads and trails. Major ridges and riparian areas provide linkage zones or movement corridors for wolves. An example is the Montana/Idaho border area on the eastern edge of the Coeur d'Alene River Ranger District. This area was identified twenty years ago as a potential linkage area or movement corridor for wildlife between the Cabinet/Yaak and Bitterroot areas (PF Doc. WL-R242) and as a linkage for dispersal of wolves in northern Idaho (Hansen, 1986; PF Doc. WL-R134). A GIS analysis determined most lands along Interstate 90 east of Wallace do not appear to be an impediment to linkage for wildlife. However, the interstate itself may impede wildlife movement (PF Doc. WL-R242, p. 25).

There are no known wolf dens or rendezvous sites in the wildlife analysis area (Nadeau and Mack 2007. PF Doc. WL-R249). The nearest wolf territory, the Avery Pack, borders the project area to the south. Several wolf sightings have been reported to the Forest Service and Idaho Department of Fish and Game in the project area.

Canada lynx

Canada lynx occur in mesic coniferous forests that have cold, snowy winters and abundant snowshoe hares (Ruediger et al. 2000. PF Doc. WL-R245). In the Coeur d'Alene River basin, lynx habitat generally occurs above 4,000 feet in subalpine fir forests and nearby stands. Habitats that support snowshoe hares, the primary prey of lynx, include early successional stages that result from natural disturbances (fire, severe insect and disease conditions) and timber harvest. Characteristics of foraging habitat include a dense, multi-layered understory that provides hare cover and browse at ground level during summer and above the snow throughout the winter. Multi-story mature or late successional forests with a substantial understory of conifers or small patches of shrubs and young trees also provide lynx foraging habitat.

Lynx select certain types of habitat as natal dens where they give birth to their young (kittens). The common component of natal dens appears to be large woody debris. Den sites may be located in

older regenerated stands or in mature conifer stands. For denning habitat to be functional it must be in or adjacent to foraging habitat (Ruediger et al. 2000. PF Doc. WL-R245). Major ridges and riparian areas through suitable habitat provide linkage zones or movement corridors for large mammals. An example is the Montana/Idaho border area on the eastern edge of the Coeur d'Alene River Ranger District. A GIS analysis determined most lands along Interstate 90 east of Wallace do not appear to be an impediment to linkage for wildlife. However, the interstate itself may impede wildlife movement (PF Doc. WL-R242, p. 25).

The Canada Lynx Conservation Assessment and Strategy provides an approach for management of lynx on federal lands (PF Doc. WL-R245). It states that road use in denning habitat may have adverse effects if lynx are forced to move kittens because of associated human disturbances (Ruediger et al., 2000. PF Doc. WL-R245). A 2007 document, the Northern Rockies Lynx Management Direction Final Environmental Impact Statement and Record of Decision incorporated goals, objectives, standards, and guidelines for management of lynx into the Forest Plan. It stated, "....forest roads and competition.....were determined in the Remand Notice (USDI Fish and Wildlife Service 2003) to not be a threat at this time. These later determinations were not based on new information, but on the lack of any existing data that indicates an affect to lynx or lynx habitat" (Bertram, 2007; PF Doc. WL-R275, p. 22).

To facilitate project planning, 11 Lynx Analysis Units have been delineated on the Coeur d'Alene River Ranger District in collaboration with the U.S. Fish and Wildlife Service. Based on habitat and historic presence, the possibility that lynx occur in the project area landscape cannot be totally discounted. However, existing information indicates that there is a very low likelihood of presence at this time and, if present, it is reasonable to expect they occur in low numbers.

B. Sensitive Species

Western Toad

The boreal toad is the subspecies of the western toad that occurs in Idaho. Literature on the boreal toad and western toad pertain to the same species. Western toad populations have declined throughout the western U.S. and Canada over the last several years. This is the only toad species found in the Idaho Panhandle National Forests. Western toad breeding habitat includes shallow, quiet water in lakes, marshes, bogs, ponds, beaver ponds on streams, wet meadows, and other persistent water sources (Maxell, 2000; PF Doc. WL-R154). In the tadpole stage, toads are restricted to pond or lake habitats. After they develop legs, toads can travel up to 5 km (3.1 miles) from their natal site (Wind & Dupuis, 2002; PF Doc. WL-R230, p. 16). Juvenile and adult toads are often found far from riparian areas. Toads hibernate in the winter in habitats that maintain a high humidity and above-freezing temperatures, including rodent burrows, beaver dams and slash piles (Kienath and McGee, 2005; PF Doc. WL-R247, p. 29).

Many studies have documented that a large number of amphibians are killed on roads (Joslyn and Youmans; PF Doc. WL-R212, p. 29). Roads often form barriers to toad movement among breeding, foraging, and winter sites. A herpetologist at Idaho State University has found toads are more likely to be hit by motor vehicles than frogs; roadkill is a particular concern near toad breeding sites (Peterson 8/7/07; PF Doc. WL-96). Mortality from motor vehicles has been documented many times as a cause of death for western toads, especially when they are dispersing from nearby natal ponds. Road traffic kills migrating western toads in British Columbia (PF Doc. WL-R239). Fifteen percent of all known boreal toad records in Montana are toads found dead on roads (Maxell 8/7/07; PF Doc. WL-94). Toads killed by vehicles have been observed on the Bonners Ferry Ranger District, and on private land near Sandpoint. Thousands of individuals in a single population may be killed if they attempt to cross a motorized road to access breeding habitats (Maxell; PF Doc. WL-R233, p. 5).

Boreal toads are vulnerable to injury and death from vehicle collisions because: 1) roads often run through their habitat; and 2) toads move very slowly and even on forest roads where traffic is posted at 25 mph or less, they cannot escape quickly when approached by motor vehicles. Mortality from motor vehicles has caused substantial impacts to boreal toad populations (Idaho Department of Fish and Game 2005, p. 40. PF Doc. WL-R209). Large numbers of toads are sometimes seen on roads.

For example, fifty western toads were counted on a 1-mile section of dirt forest road in Montana in 2001, and 200 were on a four-mile stretch of another dirt forest road in Montana in 2002 (Maxell 8/7/07 personal communication PF Doc. WL-94).

Because toads select habitats where they can rehydrate (absorb water), water pooled in road ruts and roadside ditches creates man-made habitats that attract toads (Bartelt et al. 2004; PF Doc. WL-R232). Toads sometimes lay their eggs in pooled water associated with roads. Adults and tadpoles at these road sites are vulnerable to being killed by motor vehicles. Large numbers of juvenile toads can be trapped in road ruts on ATV routes (Wind & Dupuis., 2002, p. 21; PF Doc. WL-R230). One herpetologist documented six boreal toads killed on a forest road on the Targhee National Forest (Bartelt 2007; PF Doc. WL-94). Another herpetologist has observed vehicles driving through road ruts which boreal toads had used as a breeding site and where toad tadpoles occurred (Jochimsen 2007, personal communication; PF Doc. WL-91).

Two western toad breeding sites have been documented on the Coeur d'Alene River Ranger District. Toads have been found at seven other sites in the Coeur d'Alene Basin. Based on juvenile and adult toads found several miles from the two known breeding sites on the district, and the presence of beaver ponds, oxbows and other suitable habitat in several watersheds in the analysis area, this species likely is widespread in the analysis area. Toads killed by vehicles have been documented in the project area.

Coeur d'Alene Salamander

The Coeur d'Alene Salamander Conservation Assessment identifies traffic on roads as a mortality factor for this species (Cassirer et al. 1994. PF Doc. WL-R257). Coeur d'Alene salamanders are restricted to cool, damp habitats that have stable temperatures and moisture levels. This mostly subterranean species has been found in three main types of habitat in northern Idaho: springs, seeps, the spray zones of waterfalls and along stream edges up to 5,000 feet in elevation. Known populations occur in association with sharply-fractured rock formations in conjunction with both persistent and intermittent surface water (PF Doc. WL-236). These conditions are critical for Coeur d'Alene salamanders since they respire through the skin and lose water to the environment through evaporation. Dry road surfaces may limit movements of Coeur d'Alene salamanders, which require moist environments. Coeur d'Alene salamanders eat insects and other invertebrates (Cassirer and Groves, 1994; PF Doc. WL-R257). This species is rarely found above ground except at night or when relative humidity is high. Traffic on roads and trails open for motorized use can result in erosion, causing soil to wash into adjacent habitat where it can fill in the subterranean spaces where Coeur d'Alene salamanders live.

Coeur d'Alene salamanders are vulnerable to injury and death from vehicle collisions because: 1) roads often run through their habitat; and 2) Coeur d'Alene salamanders move very slowly and cannot escape quickly when approached by motor vehicles.

The Coeur d'Alene salamander is one of Idaho's Species of Greatest Conservation Need, according to the Idaho Comprehensive Wildlife Conservation Strategy, which recommends protecting riparian habitat and maintaining water quality for occupied Coeur d'Alene salamander sites and in interconnecting riparian corridors. (PF Doc. WL-R209).

This species is endemic to North Idaho and part of northwestern Montana. This species has been documented at 59 sites in the Coeur d'Alene Basin (District Wildlife Sightings PF Doc. WL-14). A GIS analysis identified motorized routes within 100 feet of streams, where habitat for this species is most likely to occur (PF Doc. WL-163).

Harlequin Duck

Harlequin ducks are sea ducks that migrate to mountain streams for breeding. Their breeding habitat consists of clear, low gradient, mountain streams (2nd order or larger) with rocky substrates and riparian bank vegetation. Harlequin ducks feed on aquatic insects and other aquatic invertebrates. They nest on gravel bars and streambanks, sometimes under logs or stumps, close to the water's edge (Cassirer et al., 1996; PF Doc. WL-R237). Pools and eddies are important habitats for brood

rearing when harlequin duck chicks are young. Harlequin ducks prefer streams inaccessible to humans, and typically swim or dive to avoid humans on streambanks. Harlequin ducks are sensitive to human disturbance during the breeding season (Jalkotzy et al. 1997; PF Doc. WL-R286). Access via motorized roads or trails can displace harlequin ducks or disturb them where they nest and raise their chicks. Based on management guidelines in Idaho's conservation assessment and strategy for harlequin ducks, roads within 100 meters of harlequin duck breeding streams have adverse impacts on harlequin duck use (Cassirer et al. 1996; PF Doc. WL-R237). Management recommendations suggest locating roads at least 50 meters from streams occupied by harlequin ducks (Gaines et al., p. 33; PF Doc. WL-R206) and at least two sight distances away from the stream (Cassirer et al. PF Doc. WL-R237).

This species is one of Idaho's Species of Greatest Conservation Need, according to the Idaho Comprehensive Wildlife Conservation Strategy (Idaho Department of Fish and Game 2005 (PF WL-R209).

The Harlequin Duck Conservation Assessment lists three streams in the analysis area that are suitable breeding habitat: the North Fork of the Coeur d'Alene River, Jordan Creek and Tepee Creek. Harlequin ducks have been documented at nine locations in the Coeur d'Alene Basin since 1991 and one other site in 1964, mostly on the North Fork of the Coeur d'Alene River. Over fifty miles of harlequin duck surveys have been conducted on streams in the project area (PF Doc. WL-96). The conservation assessment and strategy for this species recommends systematic monitoring for harlequin ducks on this stream (Cassirer et al. 1996. PF Doc. WL-R237, p. 52). A GIS analysis found that 32 miles of roads and trails designated for motorized use are within 100 meters of harlequin duck streams (PF Doc. WL-110).

Bald Eagle

The bald eagle is a migratory species which nests in large trees near large rivers and lakes. This species migrates to oceans and large rivers such as the Columbia River in the winter. Its primary prey is fish, but eagles also eat carrion. Bald eagles can be displaced by motor vehicles on roads adjacent to major streams (Jalkotzy et al. 1997; PF Doc. WL-R286). Fifty-nine bald eagle sightings have been documented on the Coeur d'Alene River Ranger District since 1977, primarily on the North Fork of the Coeur d'Alene River (PF Doc. WL-14). A pair of bald eagles was observed in courtship behavior during the breeding season near Magee in 1999, but no bald eagle nests or immature bald eagles have been recorded in the analysis area.

Flammulated Owl

Flammulated owls are seasonal migrants to northern latitudes during the spring and summer. Primary nesting habitat is open canopy conifer forests with some large, old trees such as ponderosa pine and Douglas-fir forests with 35-65% overstory canopy closure. (McCallum, PF Doc. WL-R262 and WL-R271; Goggans, 1986, PF Doc. WL-R17; Howie and Ritcey 1987, PF Doc. WL-R26). Flammulated owls depend on pileated woodpeckers and flickers to excavate the cavities in which they nest. Their nest trees are at least 14 inches in diameter. Their diet includes moths, beetles, grasshoppers and crickets (McCallum; PF Doc. WL-R262).

Flammulated owls appear tolerant of some human disturbances (Hayward and Verner, 1994; PF Doc. WL-R271). This species has been known to nest in campgrounds and other areas of human activity with no apparent adverse effects. Nest site availability is a potential limiting factor, because the flammulated owl requires tree cavities for nesting. Consequently, loss of snags from firewood harvesting can be a risk to suitable nesting habitat for flammulated owls.

This species is one of Idaho's Species of Greatest Conservation Need, according to the Idaho Comprehensive Wildlife Conservation Strategy (Idaho Department of Fish and Game 2005; PF WL-R209). Forest Service surveys have documented flammulated owls at four locations in the project area. A GIS analysis identified 6,934 acres of potential suitable habitat for flammulated owls in the project area. This is less than one percent of the Coeur d'Alene River Ranger District. An estimated 514 acres of flammulated owl habitat are along roads designated for motorized use where firewood cutting is allowed.

Black-backed Woodpecker

Black-backed woodpeckers use a wide variety of forest types, foraging and nesting in small and large diameter trees. Black-backed woodpeckers excavate cavities for nests in snags and in live trees with heart rot. This species nests in lodgepole pine, Douglas-fir, western larch, aspen and other forest cover types (Dixon and Saab, 2000; PF Doc. WL-R259). Black-backed woodpeckers are able to find stands within three to five years after a burn (ibid). Unburned stands also provide nesting and foraging habitat. Ninety percent of 124 black-backed woodpecker sightings on the Idaho Panhandle National Forests and many in published literature have been in unburned stands (PF Doc. WL-164). Research on 76 black-backed woodpecker nests in Idaho, Wyoming and Montana found the average diameter of trees where this species nested was 14.3 inches diameter at breast height (PF Doc. WL-22).

Black-backed woodpeckers feed primarily on wood-boring beetles and respond to insect outbreaks in conifer forests from either wildfire or other reasons (Samson, 2006; PF Doc. WL-R67). Breeding densities of black-backed woodpeckers vary considerably in response to the availability of prey. Research in Idaho and Oregon found that black-backed woodpeckers prefer nesting sites with much higher snag densities than other species which nest in snags. This species' preference for high-density snag areas suggests it may be more vulnerable to habitat loss from firewood cutting than other species which use snags. The availability of habitat for black-backed woodpeckers is adversely affected by the prevention of stand-replacement fires and by salvage logging.

The black-backed woodpecker is a yearlong resident in North Idaho. The Forest Service has conducted several surveys for this species; some of these are multiple sightings at the same location on different dates. Only two of 61 black-backed woodpecker observations in the project area were recorded as burned sites. Much less than 1% of the Coeur d'Alene River Ranger District has burned in the last five years.

This species seems to tolerate motorized traffic well compared to some other bird species, based on limited field observations. There is a potential for firewood cutting to occur on 62,774 acres adjacent to roads designated for motorized use. The loss of snags to firewood cutting reduces nesting and foraging habitat for black-backed woodpeckers. Not all acres provide habitat for this species, however this indicator provides for a relative comparison of alternatives.

There are 1,701 miles of routes designated for public motorized use and 4,398 miles of roads which the Forest Service can use for administrative use; these provide access to the district for firefighting. As a result, almost all fires are controlled before they burn more than a few acres. This efficient fire control prevents the development of new black-backed woodpecker habitat by fire.

Black Swift

The black swift is a migratory bird that arrives in late May or early June and departs in September. Black swifts typically nest in small colonies, but have also been known to nest as solitary pairs. They have a strong fidelity to past nest sites (Marin 1997; PF Doc. WL-R248). Black swifts require a moist cliff or shallow cave for nesting (usually associated with a waterfall), steep sites inaccessible to ground predators, with unobstructed flyways in the immediate vicinity of the nest, as well as suitable nest niches such as moss covered ledges (Partners in Flight 2000. PF Doc. WL-R267, p. 230). Not all suitable habitat is used by nesting black swifts. In Montana, for example, a 2004 survey of 32 potential black swift nesting sites found only three active nesting sites (Marks and Casey; PF Doc. WL-R216).

No data or literature were found specifically on the effects of motorized access on black swifts. In a review of Idaho and Montana bird conservation plans, the primary management recommendation is that human activities at swift breeding sites be minimized to avoid potential disturbance (Wiggins 2004. PF Doc. WL-R269). There has been no study of the effects of human activity on black swifts. Waterfalls where black swifts nest in Colorado are much taller than those in the analysis area. The relative inaccessibility of most Colorado black swift nest sites suggests that human threats are not a major problem there, though increasing numbers of recreational rock-climbers in some areas and hikers and cave explorers near waterfalls may disturb birds. At one Colorado site the only evidence to

suggest any negative effects on breeding black swifts is an account of one black swift nest that was unsuccessful when the nearby stairway was open to the public, and successful when the stairway did not allow public access (Hirshman 1998; PF Doc. WL-R289). The main threats to black swifts in the Rockies appear to be the lack of late summer water runoff that affects the suitability of nest sites and decreased local food supplies (Wiggins 2004. PF Doc. WL-R269).

The Idaho Comprehensive Wildlife Conservation Strategy lists the black swift as one of Idaho's Species of Greatest Conservation Need, stating, "Due to the extreme rarity of nesting sites, identification and protection of nesting sites is essential," (Idaho Department of Fish and Game 2005; PF Doc. WL-R209). Partners in Flight, a consortium of agencies and organizations which study, manage and monitor birds, lists the black swift as a Priority Species in Bird Conservation Region 10, which includes North Idaho. The National Audubon Society states, "On public lands, government agencies should consider similar closures at known black swift nesting sites and rerouting of trails near waterfall breeding areas" (National Audubon Society; PF Doc. Wl-R217).

Black swift nesting sites are very rare in the Northern Rockies. The only two known nesting sites in Idaho are in the Coeur d'Alene River Ranger District. A designated motorized road allows vehicle access to within 0.3 mile of the black swift nest sites. A non-motorized trail from the parking area provides hiking access to the nest sites. The sites are easily accessible and are points of interest for forest visitors who often walk within 10 to 20 feet of black swift nests. In 1998, five black swift nests were found at the two sites. Forest Service surveys found a single black swift nest in 2005 and three in 2007. Existing survey information does not allow for any conclusions as to trends at the sites. Late summer water runoff is not a concern at sites where black swifts are successful in nesting each year.

Pygmy Nuthatch

The pygmy nuthatch is a sedentary, year-round resident with an almost exclusive association with mature ponderosa pine forests. Pygmy nuthatch abundance is directly correlated with snag density and foliage volume. They generally excavate their own nest cavities, but at times are secondary cavity nesters and use existing cavities in dead trees or in dead sections of live trees (Ghalambor & Dobbs, 2006; PF Doc. WL-R276).

No data or literature were found specifically on the effects of motorized access on pygmy nuthatches. Based on the fact that pygmy nuthatches nest in residential neighborhoods in Coeur d'Alene, it's likely this species would not be disturbed or displaced from its nesting areas by motorized traffic. The main threats to pygmy nuthatches are the loss of ponderosa pine-dominated forests and low snag densities (Ghalambor & Dobbs, 2006; PF Doc. WL-R276).

This species is one of Idaho's Species of Greatest Conservation Need, according to the Idaho Comprehensive Wildlife Conservation Strategy (Idaho Department of Fish and Game, 2005; PF Doc. WL-R209).

For this analysis, pygmy nuthatch habitat is considered the same as flammulated owl habitat. A GIS analysis identified 6,957 acres of suitable habitat for pygmy nuthatches. About 11 miles of roads designated for motorized use occur in this habitat; 514 acres of suitable habitat along these roads are available for firewood cutting. Only two pygmy nuthatches have been documented in the Coeur d'Alene River Ranger District.

Townsend's Big-eared Bat

Some roads and trails designated for motorized use provide access to caves and mines. Caves and mines are key habitats for Townsend's big-eared bats, providing day roosts, night roosts and nursery colonies where Townsend's big-eared bats raise their young (Gruver et al. 2006, PF Doc. WL-R278; Pierson et al., PF Doc. WL-R99; Sherwin et al. 2000, PF Doc. WL-R288). Buildings, caves and mines are used as maternity sites and hibernacula (Pierson et al., PF Doc. WL-R99 and Montana Animal Field Guide website 10/15/07, PF Doc. WL-R317). Most Townsend's big-eared bat roosts documented in North Idaho have been in abandoned mines. Few buildings have been searched and no maternity

sites are known in the Idaho Panhandle. The nearest known maternity site for this species is in a rock cave near Creston, British Columbia. This species' primary prey is moths.

Threats to Townsend's big-eared bat have been listed in the literature on this species, and include: 1) human disturbance at roosts; 2) changes in ambient temperature at roosts; 3) loss of foraging habitat; and 4) loss of roosting habitat. Disturbance and destruction of roost sites are important concerns with this species. The Western Bat Working Group ranks all bats in western states based on the species' priority for monitoring, research and conservation. Townsend's big-eared bat is the only bat in North Idaho that the group categorizes as "high priority." This category is reserved for species that "are imperiled or are at high risk of imperilment" (website www.wbwg.org 7/1/07; PF Doc. WL-R228).

Townsend's big-eared bat is more susceptible to human disturbance than other U.S. bats (Pierson et al. 1999 PF Doc. WL-R99). When forest visitors explore mines, they can easily disturb or displace Townsend's big-eared bats. Bats begin hibernating in the fall. When hibernating bats are disturbed, they use energy to raise their metabolism and fly away. Expending this energy can kill hibernating Townsend's big-eared bats. This species typically roosts near the entrance of caves or mines, so is vulnerable to human disturbance even at gated mines.

The direct effects of motorized traffic on this species are not known. Impacts are likely to be minimal except at mines and other roost sites. Based on evidence at several mines on the Idaho Panhandle National Forests, mines are likely to be used for a variety of human activities if they are readily accessible by motorized roads or trails. These activities are detrimental to Townsend's big-eared bats and can cause bats to abandon their roost sites. If human disturbance causes female bats to abandon their maternity roosts when their young haven't learned to fly, the young will die.

This species is one of Idaho's Species of Greatest Conservation Need, according to the Idaho Comprehensive Wildlife Conservation Strategy (Idaho Department of Fish and Game 2005; PF Doc. WL-R209). About 140 abandoned mine openings in the project area provide potential habitat for this species (Vogel, 2008; PF Doc. WL-159). Thirty abandoned mines have been gated in the project area for public safety; a side benefit is that these gates provide some habitat security for Townsend's big-eared bats. (PF Doc. WL-123) The primary threat to this species associated with motorized use is human disturbance at bat roosts. There are 1.1 miles of motorized routes within 200 feet of twenty mine openings which provide year-round habitat for both these bat species (PF Doc. WL-123). Human activity at these mines may make these sites unsuitable habitat for bats.

Townsend's big-eared bat has not been detected in the project area, but likely occurs on the Coeur d'Alene River Ranger District because there are hundreds of mine openings available to bats. This species has been found at several locations in Bonner and Boundary Counties and in Mineral County, Montana, east of the project area. It is difficult to detect this species with the survey methods used for most bats (mist-netting and recording bat echolocation calls).

Fringed Myotis

Fringed myotis is mostly found in dry habitats where open areas are interspersed with mature forests and snags are abundant (Keinath & McGee, 2004; PF Doc. WL-R247). Large diameter, tall snags in sunny locations, especially those sloughing bark, are important maternity sites and day roost habitat (Schmidt 2003, PF Doc. WL-R101 and Weller & Zabel, 2001; PF Doc. WL-R108). Thirty mine openings have been closed for public safety with bat-accessible structures (PF Doc. WL- 23). This bat forages for insects in riparian and wetland areas including willow and cottonwood habitats. It also uses ponderosa pine and Douglas-fir forest. Fringed myotis hibernates in caves, mines, and buildings. Mines are also habitat for this species. Fringed myotis use mines as roosts, including hibernacula. Refer to discussion in Townsend's big-eared bat section on bat use of mine habitats.

The Idaho Comprehensive Wildlife Conservation Strategy identified motorized roads as a concern for fringed myotis because they allow access for logging and firewood cutting, which reduces roost site availability (PF Doc. WL-R209). This species is one of Idaho's Species of Greatest Conservation Need, according to the Idaho Comprehensive Wildlife Conservation Strategy (Idaho Department of Fish and Game 2005; PF WL-R209).

Information is limited on the precise location of large snags in the analysis area. There are 514 acres of dry forest habitats along roads designated for motorized use which are currently available for firewood cutting (PF Doc. WL-129). Cutting snags for firewood results in habitat loss for fringed myotis. No research or data are available on how often firewood cutting results in bat mortality. When snags are cut during the maternity season, young bats that are roosting in the snags that are too young to fly may be killed. This species has been found at two locations on the Coeur d'Alene River Ranger District.

Fisher and American Marten

Fishers and marten occupy similar habitat (Ruggiero and others, 1994; PF Doc. WL-R086). Given the mesic nature (based on habitat types) and elevation of the project area, the overlap of fisher and marten habitat in the project area is notable. Potential impacts are analyzed for both species using the same methodology.

Fishers are considered rare through most of Idaho. They prefer late-seral stage coniferous and mixed forest habitat. Fishers use riparian habitats as resting sites and extensively for travel. Fishers appear to avoid high elevations (greater than 4,000 feet) and non-forested areas (Ruggiero et al. 1994). Loss of snags and down wood can affect the suitability of denning habitat.

Martens are also associated closely with late-successional stands of mesic conifers, particularly those with complex physical structure near the ground. This can include logs, rocks and understory vegetation which martens use as dens for giving birth and raising their young (Ruggiero et al., 1994; PF Doc. WL-R86). In the western United States martens are most abundant in mesic mature spruce-fir forests where small mammal prey species are most abundant (Ruggiero et al., 1994; PF Doc. WL-R086). In general, marten prefer forest stands with greater than 40 percent tree canopy closure and with large, down logs and snags which provide access to prey under the snow and denning sites. Use or selection of riparian zones by marten has been reported in the literature (Ruggiero and others 1994).

Trapping-vulnerability risk has been cited as one of the factors affecting forest carnivores in Idaho (Heinemeyer and Jones 1994; PF Doc. WL-R253). Roads are correlated with trapping vulnerability and human disturbance. In Idaho, the marten is managed as a furbearer which allows martens to be taken by trap. Fisher and marten mortalities due to vehicle collisions are rare.

Forests within or adjacent to riparian areas appear to be particularly important to fishers (Heinemeyer and Jones 1994; PF Doc. WL-R253). A north-central Idaho study found that fishers generally preferred grand fir and spruce forests, and avoided dry ponderosa pine and Douglas-fir habitats (Jones 1991; PF Doc. WL-R274). Changes in human access can affect fishers, as the species is easily trapped and over-trapping can jeopardize fisher populations.

The fisher is one of Idaho's Species of Greatest Conservation Need, according to the Idaho Comprehensive Wildlife Conservation Strategy (Idaho Department of Fish and Game, 2005; PF WL-R209). A GIS analysis identified 57,205 acres of suitable fisher habitat (about eight percent of the Coeur d'Alene River Ranger District) and 103 miles of motorized roads occur in fisher habitat. Firewood cutting along these roads has decreased the availability of large snags and large down woody material which are important for fisher natal dens. Down woody material is also important for marten foraging habitat. Approximately 4,079 acres of fisher habitat along roads is available for firewood cutting along 91miles of roads designated for motorized use (PF Doc. WL-112). Fishers have been seen at four locations in the project area. Extensive surveys for fishers were conducted in 2007 in cooperation with Gonzaga University and the Coeur d'Alene Tribe; genetic results are expected in 2008.

Wolverine

Wolverines are low density, wide-ranging species that inhabit remote forested areas, ranging over a variety of habitats. They occupy large home ranges that extend over a variety of habitats and elevations. Copeland (1996) found average home ranges for females and males in Central Idaho were 148 and 588 square miles, respectively. High-elevation cirque basins (denning and rearing habitat)

are probably one of the most critical and sensitive features of their habitat. Wolverines also look for prey at lower elevations, including big game wounded by hunters (Copeland et al. 2006, p. 2209; PF Doc. WL-R250) and big game winter ranges in winter. Refugia or the presence and stability of ecosystems lacking broad scale human influence are important in providing life history requirement for wolverines (Copeland 1996; PF Doc. WL-R251). Research in central Idaho (which included 1,003 wolverine telemetry locations) found wolverines selected habitats away from roads (Copeland et al. 2006, p. 2209 & 2211; PF Doc. WL-R250). It is unclear if wolverines are avoiding roads; wolverines tend to occur in areas that are not conducive to human development (Copeland et al. 2006, p. 2211; PF Doc. WL-R250). These include high elevations and steep slopes. An analysis of 503 wolverines in Montana, Idaho and Wyoming found the probability of occurrence of wolverine locations was reduced in areas where road density exceeded 1.7 kilometers per square kilometer or 2.7 miles per square mile (Carroll et al. 2001; PF Doc. WL-R240).

Roads and motorized trails provide access to wolverine habitat. Motorized activities reduce habitat security for wolverines. Traffic on motorized roads and trails displaces wolverines from their habitat, resulting in less access to prey and disturbance and displacement from den sites and natal and kit-rearing sites during spring through the end of May (Carroll et al. 2001; PF Doc. WL-R240). Loss of even a few wolverines can affect the population. When displacement results in separation of adults from potential mates or separation of young wolverines from their mothers, wolverine reproduction and survival rates could be affected.

This species is one of Idaho's Species of Greatest Conservation Need, according to the Idaho Comprehensive Wildlife Conservation Strategy (Idaho Department of Fish and Game 2005; PF WL-R209).

There are 1,701 miles of routes designated for motorized use on the Coeur d'Alene River Ranger District (PF Doc. WL-102). Road densities were calculated using a GIS for 18 subunits of the project area (PF Doc. WL-103). None of these subunits have a motorized route density higher than 2.7 miles/square mile. Sixteen wolverine sightings have been recorded in the project area since 1981.

C. Management Indicator Species

The table below lists those species which the Forest Plan designated as Management Indicator Species (MIS). There are two categories of management indicator species on the Idaho Panhandle National Forests: big game indicator species (representing general forest habitats), and old growth indicator species. The Forest Plan identified elk as a management indicator species because 1) elk are one of Idaho Department of Fish and Game's priority game species, 2) elk are easily affected by management activities (particularly access management), and 3) elk hunting is a significant economic factor in Northern Idaho. The Forest Plan also designated three management indicator species for the monitoring and management of old growth or late successional conditions: American marten, pileated woodpecker, and northern goshawk. The status of these species indicates the ability of forest structure to support populations of species that inhabit older forests and use large diameter trees, snags and down wood for nesting and/or foraging.

Table WL-8. Management Indicator Species.

Species	Rationale for Detailed Analysis	Preferred Habitat
Rocky Mountain Elk *(Cervus elaphus nelsoni)*	Species is present and affected by roads and trails	Diverse habitats with seasonal preferences for vegetation.
Northern Goshawk *(Accipiter gentilis)*	Species is present and affected by roads and trails	Mature to old growth forests with relatively closed canopy
Pileated woodpecker (*Dryocopus pileatus*)	Suitable habitat exists and is potentially impacted within the project area	Forests with tall, large diameter dead or defective trees for nesting.
American Marten *(Martes americana)*	Suitable habitat is present in the project area for this species. Treated as a guild with fisher. This species is analyzed with fisher under the sensitive species section	Variable mature confer stands with canopy closures greater than 40 percent with abundant large, down woody debris.

Rocky Mountain Elk

Elk were identified in the Forest Plan as a general-forest species easily affected by management activities and are tolerant of diverse environments. The effects of roads on elk are well documented. Roads affect elk habitat quality, potential elk use of habitat, and elk mortality from hunting. Roads through elk habitat "…left open for public use with motorized vehicles have a significant influence on animals using that area" (Leege, 1984; PF Doc. WL-R213). Elk are displaced by human activities and most disturbances are associated with roads (Leege, 1984; PF Doc. WL-R213; Rowland 2004, PF Doc. WL-R218). The harvest rate on elk adjacent to roads designated for motorized use is much higher and results in lower ratio of bulls to cows and few mature bulls in the population (Leptich and Zager 1991; PF Doc. WL-R214).

Elk are often displaced by human activity. Research in Oregon found elk were displaced farther by ATVs than by hikers (Wisdom et al., 2004; PF Doc. WL-R263). The following two tables show the average distances different activities displaced elk on National Forest System lands in central Washington (Gaines et al., 2003; PF Doc. WL-R206, pp. 21 and 24) and eastern Oregon (Wisdom et al., PF Doc. WL-R221). An increase in the amount of traffic directly correlates with further displacement of elk. This results in lowered habitat effectiveness since elk cannot fully use their habitat near motorized routes.

Table WL-9. Effects of motorized and non-motorized traffic on elk (Gaines et al., PF Doc. WL-R206).

Activity	distance elk were displaced (meters)	distance elk were displaced (feet)
hiking	86	282
low traffic driving on roads (1 or fewer vehicles per 12 hours)	869 to 890	2,851 to 2,920
medium traffic driving on roads (2 – 4 vehicles per 12 hours)	909 to 1,032	2,982 to 3,386
high traffic driving on roads (more than 4 vehicles per 12 hours)	1,103 to 1,560	3,619 to 5,118

The following table shows the results of research in northeast Oregon which, over a three-year period, tracked elk locations in relation to traffic on open and closed roads during the day (Wisdom et al; PF Doc. WL-R263).

Table WL-10. Effects of motorized and non-motorized traffic on elk.

Traffic (vehicles per 12 hours)	average distance of elk from open road (meters)	average distance of elk from open road (feet)
0 (road closed to motor vehicles)	278	912
1 to 4	1,074	3,522
more than 4 to 10	1,635	5,363
more than 10	3,009	9,868

The Elk Habitat Potential (EHP) was calculated in eighteen Elk Habitat Units (PF Doc. WL-12) for each alternative using the model recommended by Idaho Department of Fish and Game for evaluating elk habitat (Leege 1984; PF Doc. WL-R213). Several factors contribute to the Elk Habitat Potential (EHP) calculation in each Elk Habitat Unit (EHU), including:

- ✓ miles of open roads
- ✓ miles of roads closed by gates and other structures
- ✓ type of road (main vs. secondary vs. primitive)
- ✓ size & distribution of hiding and thermal cover & forage areas
- ✓ adequacy of security areas based on percent of area that qualifies as security

Many of the main travel routes on the Coeur d'Alene River Ranger District have high levels of traffic (more than four vehicles per day), resulting in elk being displaced more than two-thirds of a mile on each side of the road or trail designated for motorized use. Access management, which results in less than 50 percent of habitats outside the zone of influence of motorized roads, is considered a high level of human influence on wildlife (Gaines, 2003; PF Doc. WL-R206, p. 24). Seventeen of the 18 EHUs on the Coeur d'Alene River Ranger District are categorized as high human influence for wildlife according to Gaines et al., since they have less than 50 percent habitat security due to motorized access.

Habitat security for elk and other wildlife is defined as areas at least one-half mile from a road or trail that is open to public motorized traffic (Leege 1984; PF Doc. WL-R213). This is based on research in North Idaho of the effects of motorized traffic on elk conducted by Idaho Department of Fish and Game research biologists (Leege 1984; PF Doc. WL-R213) and is supported by more recent literature (Gaines et al. 2003; PF Doc. WL-R206). Roads which are not designated for public motorized use but used by the Forest Service occasionally for administrative purposes are considered as closed roads for this analysis.

Elk Habitat Units (EHUs) and Elk Habitat Potential (EHP) goals were developed for the Fernan and Wallace sides of the Coeur d'Alene River Ranger District. Currently the analysis area provides 164,378 acres of security habitat for elk (23 percent of the Coeur d'Alene River Ranger District). The Fernan and Wallace sides of the district and the district as a whole meet their EHP goals.

Northern Goshawk

The northern goshawk uses a wide variety of forest age classes, structural conditions, and successional stages, inhabiting mixed coniferous forests in much of the northern hemisphere (Reynolds et al. 1992). Goshawk nests are typically in mature and old growth forests composed primarily of large trees with high canopy closure (50 to 90 percent) and sparse ground cover in single-storied and multi-storied stands. Although this species is known to nest in old growth, it does not require old growth stands (Brewer et al. 2007; PF Doc. WL-R241, p. 10).

Goshawk response to disturbance from human activities near nests may vary from complete site abandonment and nest failure to some level of tolerance (Brewer et al. 2007; PF Doc. WL-R241). In its status review of goshawks, the U.S. Fish and Wildlife Service determined that at the larger population level, human disturbance does not appear to be a significant factor affecting the long-term survival of the goshawk (USDI Fish & Wildlife Service, 1998 in Brewer et al. 2007; PF Doc. WL-R241, p. 20). At the local level, human disturbance near nests, particularly during incubation, can cause nest failure (Brewer et al. 2007; PF Doc. WL-R241). Recreation activities that occur near nests have been reported to cause nest failures (Brewer et al. 2007; PF Doc. WL-R241). Research on 82 goshawk nests in Oregon and Washington close to roads found their productivity was comparable to nests farther from roads (Brewer et al. 2007; PF Doc. WL-R241). Management guidelines for goshawks recommend maintaining low road densities to minimize disturbance (Hamman et al., p. 3.17 in Joslin and Youmans; 1998; PF Doc. WL-R212). The current density of motorized roads and trails is 1.1 miles per square mile (PF Doc. WL-180).

The project area includes 19 known territories, some of which may no longer be active. An analysis using GIS mapping identified 10,302 acres of suitable goshawk habitat in the project area. A total of 0.34 mile of designated motorized routes is within 230 meters of one known goshawk nest or territory. The district wildlife sightings database includes 95 sightings of northern goshawks in the project area since the early 1980s.

Pileated Woodpecker

The Forest Plan identifies pileated woodpecker as an old-growth indicator species because of its strong tie to the availability of large snags. Pileated woodpecker habitat is late successional forests but they also use young and fragmented forests with abundant remnant old structure (Bull and Jackson 1995). Pileated woodpeckers require tall, large-diameter dead or live defective trees within forested stands for nesting (Warren 1990 PF Doc. WL-R260). Nest tree size has been identified as a minimum diameter of 15 inches (Samson 2006; PF Doc. WL-R067) to 20 inches (Warren, 1990; PF Doc.

WL-R260) with no upper limit. With a median dispersal distance of 148 miles, habitat/territory distribution at this project level or at the Forest level population viability is not an issue (Samson 2006; PF Doc. WL-R067). These species eat insects. Carpenter ants make up the bulk of their diet. Feeding habitat includes large snags and live trees with advanced decay and down logs (Bull et al. 1986; PF Doc. WL-R76) and stumps. Large trees, canopy cover, and the number and size of feeding sites (e.g. dead trees greater than 10-inches diameter) are all important features of quality pileated woodpecker habitat (Warren 1990; PF Doc. WL-R260). Activities that reduce these habitat features may affect pileated woodpecker habitat suitability. Consequently, firewood harvesting associated with roads can affect the quantity and quality of foraging habitat and suitable nesting habitat.

A GIS analysis identified 2,440 acres of pileated woodpecker habitat on the Coeur d'Alene River Ranger District. Firewood cutting may occur on 62,744 acres adjacent to 41 miles of roads designated for motorized use. Loss of snags from firewood cutting reduces the quality and quantity of foraging and nesting habitat for pileated woodpeckers.

American Marten

American marten are addressed in the discussion for fisher.

D. Forest Birds

The Migratory Bird Treaty Act and a 2001 Executive Order protect migratory birds. The Forest Service and U.S. Fish and Wildlife Service also entered into a Memorandum of Understanding to strengthen migratory bird conservation by cooperating and coordinating with states, tribes and local governments. Dozens of species of migratory birds occur in the project area, using a variety of habitats. Research has found that some birds are displaced from habitats near roads due to the road itself or by human activities, including motorized traffic, on or near roads and motorized trails (Gaines et al. 2003; PF Doc. WL-R206; Havlick, 2002; PF Doc. WL-283; Partners in Flight, 2000. PF Doc. WL-R267). Several species of forest birds depend on snags for foraging, nesting and roosting. Motorized roads which allow access for removal of snags for firewood impact these bird species. Noise from motorized traffic is an environmental stressor and can disrupt bird behavior in many ways near motorized routes. It can displace birds from their preferred habitats, and interfere with breeding by making it difficult to hear mates' calls. Noise can also disrupt feeding and social behavior and interfere with birds' ability to hear predators (Gaines, 2003; PF Doc. WL-R206).

3.D.7. ENVIRONMENTAL CONSEQUENCES

A. Issue Indicators

Changes in motorized travel/access could impact existing habitat and/or habitat use for wildlife species and affect risk of mortality. Based on habitat relationships, indicators of potential impacts on relevant species are measured. Indicators and units of measurement for habitat and species are displayed in the following table. Queries of the timber stand database (TSMRS/FSVeg) were used to identify types of habitat and capable and suitable habitat for wildlife species.

Table WL-11. Issue Indicators

Species	Habitat Loss	Mortality Risk	Avoidance Displacement	Linkage Zones or Movement Corridors
Gray Wolf		√	√	√
Canada Lynx			√	√
Western Toad		√		
Coeur d'Alene Salamander	√	√		
Harlequin Duck		√		
Bald Eagle		√		
Flammulated Owl	√			
Black-backed woodpecker	√			
Black Swift		√		
Pygmy Nuthatch	√			
Townsend's big-eared bat		√	√	
Fringed Myotis	√	√	√	
Fisher	√	√		
Wolverine			√	√
Rocky Mountain Elk		√	√	
Northern Goshawk		√	√	
Pileated Woodpecker	√			
American Marten	√	√		
Forest Birds	√		√	

B. Measurement Criteria

Based on habitat relationships, scientific literature on effects from roads/trails, and the proposed action(s), the following measures of effects were developed.

Table WL-12. Measurement or Evaluation Criteria

Species	Measurement
Gray Wolf	Change in miles and density of motorized roads and trails
Canada Lynx	Change in miles of motorized roads and trails in suitable lynx habitat*
Western Toad	Change in miles of motorized roads and trails, and miles in riparian areas
Coeur d'Alene Salamander	Changes in miles of motorized roads and trails within 100 feet of streams
Harlequin Duck	Change in miles of motorized roads and trails within 100 meters of potential breeding habitat **
Bald Eagle	Change in miles of riparian roads in suitable nesting habitat
Flammulated Owl	Change in miles of motorized roads and acres of suitable habitat affected by firewood harvesting.
Black-backed woodpecker	Change in acres of suitable habitat affected by firewood harvesting
Black Swift	Change in number of motorized routes that facilitate human access to suitable nesting habitat*
Pygmy Nuthatch	Change in acres of suitable habitat affected by firewood harvesting
Townsend's big-eared bat	Change in number of mines within 200 feet of motorized roads and trails
Fringed Myotis	Change in acres of suitable habitat affected by firewood harvesting, and change in number of mines within 200 feet of motorized roads and trails
Fisher	Change in miles of motorized roads providing access for trapping, and acres of suitable habitat* affected by firewood harvesting
Wolverine	Change in density of motorized roads and trails
Rocky Mountain Elk	Change in Elk Habitat Potential and change in habitat security acres
Northern Goshawk	Change in number of known goshawk territories within 230 meters of motorized roads and trails.
Pileated Woodpecker	Change in acres of suitable habitat affected by firewood harvesting
American Marten	Change in miles of motorized roads providing access for trapping, and acres of suitable habitat* affected by firewood harvesting
Forest Birds	Change in miles of motorized roads and nearby acres available to firewood cutting, and change in miles of motorized roads within 300 feet of streams

* *Suitable habitat, etc. are defined in the section for each species.*

** *Potential habitat for harlequin duck is streams listed in the harlequin duck conservation assessment (PF Doc. WL-R237).*

C. Effects Analysis – Habitat Loss

Conclusions of habitat loss effects are summarized in Table WL-13. The loss of habitat can affect most species but direct loss is most pertinent to species with limited suitable habitat and or small home ranges. Indirect habitat loss is most pertinent to species associated with tree cavity habitats.

The analysis of habitat loss is based on the following premises:

1) *Only roads designated for motorized use were analyzed for habitat loss resulting from firewood harvesting*

2) *Roads not managed and/or decommissioned may over decades revert to forest habitat and provide habitat over decades.*

Based on research conducted on the Flathead National Forest, snag densities were found to be three times as great in stands away from roads designated for motorized use as compared to stands adjacent to roads (PF Doc. WL-R204). Based on a Montana study of the effects of recreation on wildlife (PF Doc. WL-R208), we used a 100-meter (328 feet) buffer on roads to calculate the acres where firewood could be removed in the project area. For this analysis, areas within 300 feet of streams where firewood cutting is prohibited were excluded from habitat loss calculations (PF Doc. WL-102). The following table summarizes the measures used to determine habitat loss for various species of wildlife.

Table WL-13. Habitat loss by alternative (rounded to the closest mile).

Type of Motorized Route	Existing Condition	No Action	Proposed Action
Miles of designated motorized roads and trails	1,701	4,858	1,647
Miles of designated motorized roads only	1,180	5,739	1,155
Miles of designated motorized roads and trails within 100 feet of streams	186	461	184
Acres of flammulated owl, pygmy nuthatch and fringed myotis habitat available for firewood cutting along motorized roads	514	1,296	514
Acres of pileated woodpecker and black-backed woodpecker habitat available for firewood cutting along motorized roads	62,774	188,475	61,088
Acres of fisher and marten habitat available for firewood cutting along motorized roads	4,079	11,661	3,911

Coeur d'Alene Salamander Habitat Loss

This species lives in the spaces in moist, fractured rock. Habitat for Coeur d'Alene salamanders can occur at various locations in the project area, but is most probable near streams. To compare existing condition against alternatives, the District wildlife biologist analyzed streams within 100 feet. Soil eroded from roads and trails due to motorized use and maintenance of those routes can fill the spaces between nearby rocks, resulting in loss of Coeur d'Alene salamander habitat.

Existing Condition – 186 miles of roads and trails designated for motorized use are within 100 feet of streams (PF Doc. WL-149).

No-Action Alternative - Direct and Indirect Effects: There are 461 miles of motorized roads and trails within 100 feet of streams (PF Doc. WL-148), 248% as much as the existing condition, therefore resulting in a higher risk to Coeur d'Alene salamanders.

Proposed-Action Alternative - Direct and Indirect Effects: 184 miles of motorized roads and trails are designated for motorized use within 100 feet of streams (PF Doc. WL-148), a 1% decrease compared to the existing condition, resulting in a slightly lower risk to Coeur d'Alene salamanders when compared to the existing condition.

Flammulated Owl Habitat Loss

Flammulated owls require large cavities in snags in dry habitats for nesting. Motorized roads provide access to firewood harvest, which removes snags, resulting in habitat loss for this species. A GIS analysis identified 6,934 acres of suitable habitat for flammulated owls in the project area. This is less than 1% of the Coeur d'Alene River Ranger District.

Existing Condition: Motorized roads provide access to firewood harvest on 514 acres of flammulated owl habitat. This is just 7.4 percent of suitable flammulated owl habitat, so motorized use poses a low risk of habitat loss for flammulated owls.

No-Action Alternative - Direct and Indirect Effects: Motorized roads provide access to firewood harvest which could remove snags on 1,638 acres of flammulated owl habitat. Based on the low amount of suitable habitat for this species and the potential adverse impact of firewood cutting on 24 percent of suitable flammulated owl habitat on the Coeur d'Alene River Ranger District, this alternative would be a moderate risk for flammulated owls.

Proposed Alternative - Direct and Indirect Effects: Same as those described for the existing condition.

Black-backed Woodpecker Habitat Loss

Firewood cutting is permitted along roads designated for motorized use. Prior firewood cutting has reduced suitable black-backed woodpecker habitat near many roads. As trees die and turn into snags, many will be cut for firewood, resulting in ongoing loss of nesting and foraging habitat for this species. This species selects areas of high snag density for nesting, but forages on green trees and in low- and high-density snag areas.

Existing Condition – Motorized roads provide access for firewood cutting on 62,774 acres of suitable habitat for black-backed woodpeckers (PF Doc. WL-129).

No-Action Alternative - Direct and Indirect Effects: Motorized roads provide access for firewood cutting on 188,475 acres of suitable habitat for black-backed woodpeckers (PF Doc. WL-130). This alternative would impact 309 percent as many acres as the existing condition.

Proposed-Action Alternative - Direct and Indirect Effects: Motorized roads provide access for firewood cutting on 61,088 acres of suitable habitat for black-backed woodpeckers (PF Doc. WL-131). This alternative would impact 2.7 percent fewer acres than the existing condition.

Pygmy Nuthatch Habitat Loss

Habitat for pygmy nuthatches is similar to flammulated owl, but less abundant since this species is associated with mature ponderosa pine forests but not Douglas-fir habitats. For this project, the same acres were used to analyze effects on both species. A GIS analysis identified 6,957 acres of suitable habitat for the pygmy nuthatch in the project area, which is less than one percent of the Coeur d'Alene River Ranger District. No literature or data were available on the effects of motorized traffic on pygmy nuthatches. Pygmy nuthatches successfully nest in urban settings where there is sufficient ponderosa pine habitat with large diameter trees, including the city of Coeur d'Alene, so it is unlikely that motorized traffic impacts this species.

Existing Condition and Proposed Action: Motorized roads provide potential access for firewood harvest on up to 514 acres of suitable pygmy nuthatch habitat, or 7.3 percent of all suitable pygmy nuthatch habitat in the project area (PF Doc. WL-136 and PF Doc. WL-138).

No Action Alternative - Direct and Indirect Effects: Motorized roads provide potential access for firewood harvest on up to 1,638 acres of suitable pygmy nuthatch habitat, or 23.5 percent of all suitable pygmy nuthatch habitat. This is 319 percent of existing condition. Based on the low amount of suitable habitat and the potential adverse impact of snags lost in suitable pygmy nuthatch habitat due to firewood cutting, this alternative would be a moderate risk for the pygmy nuthatch (PF Doc. WL-137).

Fringed Myotis Habitat Loss

Two types of habitats are important roost sites for fringed myotis: large, tall snags and mines. We discuss snag habitats for bats in this section, and mine habitats for bats in the Avoidance and Displacement section below. A GIS analysis identified 6,957 acres of potential forest roosting habitat for fringed myotis in the project area. This is less than one percent of the Coeur d'Alene River Ranger District.

Existing Condition and Proposed Action: Motorized roads provide potential access for firewood harvest on up to 514 acres of suitable fringed myotis snag habitat, or 7.3 percent of all suitable fringed myotis snag habitat in the project area (PF Doc. WL-136 and PF Doc. WL-138).

No Action Alternative - Direct and Indirect Effects: Motorized roads provide potential access for firewood harvest on up to 1,638 acres of suitable fringed myotis snag habitat, or 23.5 percent of all suitable fringed myotis snag habitat. This is 319 percent of existing condition. Based on the low amount of suitable habitat and the potential adverse impact of snag loss in suitable fringed myotis habitat due to firewood cutting, this alternative would be a moderate risk for the fringed myotis (PF Doc. WL-137).

Fisher and American Marten Habitat Loss

A GIS analysis identified 57,205 acres of suitable habitat for fisher and marten, or about 8 percent of the Coeur d'Alene River Ranger District. Firewood cutting removes snags and large down woody material which are important habitat components for fishers and martens.

Existing Condition – Firewood cutting is permitted on 91 miles of roads designated for motorized use in suitable habitat for fishers and martens. This results in ongoing loss of snags and down wood which are important habitat components for fisher and marten on up to 4,079 acres or 7 percent of suitable fisher and marten habitat. (PF Doc. WL-132 and PF Doc. WL-112)

No Action Alternative - Direct and Indirect Effects: This alternative would allow firewood cutting on 11,661 acres of suitable habitat for these species along 250 miles of roads designated for motorized use. This is 20 percent of suitable fisher and marten habitat. Compared to the existing condition, this alternative would impact 286 percent as much habitat for fishers and martens (PF Doc. WL-133 and PF Doc. WL-113).

Proposed Alternative - Direct and Indirect Effects: This alternative would allow firewood cutting on 3,911 acres of suitable habitat for these species along 76 miles of roads designated for motorized use. This is 7 percent of suitable fisher and marten habitat. Compared to the existing condition, this alternative would impact 4.1 percent less habitat for fishers and martens (PF Doc. WL-134 and PF Doc. WL-112).

Pileated Woodpecker Habitat Loss

A GIS analysis identified 30,994 acres of suitable habitat for pileated woodpeckers on the Coeur d'Alene River Ranger District. Firewood cutting is permitted along roads designated for motorized use. Prior firewood cutting has reduced suitable pileated woodpecker habitat near many roads. As trees die and turn into snags and down wood, many will be cut for firewood, resulting in ongoing loss of nesting and foraging habitat for this species. This species selects areas of high snag density for nesting, but forages on green trees and in low and high density snag areas.

Existing Condition: There are 2,440 acres of suitable habitat along 40.7 miles of roads designated for motorized routes are available for firewood cutting (PF Doc. WL-9). The resulting loss of snags and down wood reduces suitable nesting and foraging habitat for pileated woodpeckers.

No-Action Alternative - Direct and Indirect Effects: There would be 6,182 acres of suitable habitat along 119 miles of roads designated for public motorized use and available for firewood cutting. This would result in loss of snags and foraging and nesting habitat for pileated woodpeckers on up to 253 percent as many acres as the existing condition.

Proposed-Action Alternative - Direct and Indirect Effects: There would be 2,333 acres of suitable habitat available for firewood cutting along 39.1 miles of routes designated for public motorized use. This would result in loss of snags and foraging and nesting habitat for pileated woodpeckers on up to 2.7 percent fewer acres of pileated woodpecker habitat than the existing condition (PF Doc. WL-162).

Forest Birds Habitat Loss

Over 150 species of forest birds occur in the project area. All roadside acres are habitat for several species of forest birds. The species vary depending on forest species, age and structure. A high diversity of forest birds use riparian habitats. Firewood cutting is permitted along roads designated for motorized use. This has reduced suitable habitat for several species of forest birds near roads. As trees die and become snags, many will be cut for firewood, resulting in ongoing loss of nesting and foraging habitat for many forest bird species. Camping is allowed within 300 feet of roads and trails designated for motorized use except where prohibited through issuance of site-specific restrictions (see Section 2.C.3). Steep topography and dense trees limit off-road driving for camping in some areas. Camping can cause localized trampling of vegetation, particularly shrubs and ground vegetation, reducing forest bird habitat during the nesting season (Marzluff, 1997; PF Doc. WL-R252, p.8). The amount of habitat loss due to vegetation trampling is correlated with the amount of camping along motorized roads. Since data are not available on where camping will occur, total miles of motorized roads and trails is not an exact measure, but is an approximation of relative effects on forest birds.

Existing Condition - 1,701 miles of roads and trails designated for motorized use traverse a variety of forest bird habitats. Firewood cutting is permitted on 62,774 acres of forest bird habitat along motorized roads (PF Doc. WL-141); 454 miles of roads designated for motorized use are in riparian habitats. (PF Doc. WL-129)

No Action Alternative - Direct and Indirect Effects: Approximately 4,858 miles of roads and trails designated for motorized use traverse a variety of forest bird habitats. Firewood cutting would be permitted on 188,475 acres of forest bird habitat along motorized roads (PF Doc. WL-142). 1,178 miles of roads designated for motorized use are in riparian habitats. Compared to the existing condition, this alternative would reduce snags on 300 percent as much bird habitat, with 259 percent as many motorized roads in riparian bird habitats. The potential for vegetation trampling by vehicles camping off motorized routes is much higher than the existing condition. (PF Doc. WL-130)

Proposed Action Alternative - Direct and Indirect Effects: Approximately 1,630 miles of roads and trails designated for motorized use traverse a variety of forest bird habitats. Firewood cutting would be permitted on 61,088 acres of forest-bird habitat along motorized roads (PF Doc. WL-142). 461 miles of roads designated for motorized use are in riparian habitats. Compared to the existing condition, this alternative would impact 2.7 percent less bird habitat, and 1.5 percent fewer motorized roads would be in riparian bird habitat. The potential for vegetation trampling by vehicles camping off motorized routes is similar to the existing condition (PF Doc. WL-131)

D. Effects Analysis - Mortality Risk

Motorized use on roads and trails present a mortality risk to wildlife due to vehicle collisions and increased vulnerability to hunting and other human-caused mortality. When an established procedure has been developed for a species, it was used to compare alternatives. However, for many species, there is no established procedure to analyze the effects of roads and trails designated for motorized use on mortality risk. Slow-moving species are more vulnerable to mortality from vehicle collisions. This analysis displays the appropriate measure of mortality for each species, i.e. total road miles or sites impacted (bats). Alternatives with fewer miles, lower road density or fewer sites impacted would result in lower mortality risk for the associated species.

Only roads and/or trails designated for motorized use were analyzed for effects. Refer to Table WL-12 for the Measurement Criteria used to analyze each species.

Table WL-14. Roads and Trails Designated for Motorized Use.

Criteria	Existing Condition	No Action	Proposed Action
Total Miles of Motorized Roads and Trails	1,701	4,858	1,647
Total Motorized Routes within 300 feet of streams (riparian areas)	454	1,178	461
Density of motorized routes (miles per square mile)	1.18	3.44	1.14
Miles of motorized roads and trails within 230 meters of a goshawk nest or territory	0.34	5.01	0
Miles in suitable fisher/marten habitat	103	250	105
Number of mines that provide bat roosting habitat that are accessible from motorized routes	20	78	20
Acres of elk habitat security	164,378	78,846	167,186

Gray Wolf Mortality Risk

Roads allow human access into habitats where they may encounter wolves. Accidental and intential killing of wolves can occur. For this analysis, total miles of roads and trails designated for motorized use was used to compare effects of alternatives on the gray wolf. No resident wolf packs are known in the project area, although several individuals have been reported in the area. The potential for human/wolf conflicts, including mortality risk for wolves, will increase as wolf populations increase, particularly if one or more wolf packs establish territories in the project area.

Existing Condition – Currently 1,701 miles of roads and trails are designated for motorized use in the analysis area. This is a moderate risk of mortality for gray wolves.

No-Action Alternative - Direct and Indirect Effects: This alternative would have 4,858 miles of motorized roads and trails, 286% as much as the existing condition. This would be a high risk of mortality for gray wolves.

Proposed-Action Alternative - Direct and Indirect Effects: Based on 1,647 miles of motorized roads and trails, 96.8% of the existing condition. This would be a high risk of mortality for gray wolves.

Western Toad Mortality Risk

Toads are vulnerable to mortality on roads designated for motorized because toads use them for basking to regulate their body temperature and sometimes as breeding sites, and are unable to move quickly to avoid motor vehicles. It is difficult to assess the magnitude of the mortality risk to toads because few surveys have been done for this species in the project area, locations of most toad breeding sites are unknown, and traffic data are not available for most roads. Toads can travel more than three miles from their natal site, and often use upland sites away from riparian areas (Wind and Dupuis, 2002; PF Doc. WL-R230, page 16). Mortality risk is greatest close to breeding sites, which are most likely to occur within 300 feet of streams (riparian areas) in the project area.

Existing Condition – Currently there are 1,701 miles of motorized roads and trails in the project area; of these, 454 miles are within 300 feet of streams (PF Doc. WL-102).

No-Action Alternative - Direct and Indirect Effects: This alternative designates 4,858 miles of roads and trails for motorized use (280% of the existing condition). 1,178 miles of motorized routes are within 300 feet of streams (159.5% more) (PF Doc. WL-102). Compared to the existing condition, this alternative greatly increases the risk of mortality to this species from motor vehicles.

Proposed-Action Alternative - Direct and Indirect Effects: This alternative designates 1,647 miles of roads and trails for motorized use (3% less than the existing condition). Of these, 461 miles (1.5% more) of motorized routes are within 300 feet of streams (PF Doc. WL-102). Compared to the existing condition, this alternative would slightly reduce the risk of mortality to this species overall, but slightly increase risk of mortality in riparian areas.

Coeur d'Alene Salamander Mortality Risk

This species is very slow-moving and cannot avoid motor vehicle collisions. Coeur d'Alene salamanders are at greatest risk of mortality from collisions when relative humidity is high and they are above ground. Habitat for this species often occurs near streams, but is not limited to those areas. It is difficult to determine the extent of impact to this species because few surveys have been conducted in the project area in the last decade, and no research was found on the direct or indirect effects of motorized use on this species.

Existing Conditions - Currently there are 1,769 miles of motorized routes (roads and trails) in the project area. There are 186.2 miles of these motorized routes within 100 feet of streams, where there is a high potential for suitable habitat for Coeur d'Alene salamanders (PF Doc. WL-148).

No Action Alternative - Direct and Indirect Effects: This alternative designates 2,408 miles of roads and trails for motorized use (136% of the existing condition). There are 461 miles of motorized routes (248% of existing) within 100 feet of streams (PF Doc. WL-149).

Proposed Action Alternative - Direct and Indirect Effects: This alternative would designate 447 miles of roads and trails for motorized use (3% less than the existing condition). Of these, 184 miles of motorized routes (1.2% less than existing condition) are within 100 feet of streams (PF Doc. WL-148).

Townsend's Big-eared Bat and Fringed Myotis Mortality Risk

Motorized roads and trails provide access to mines which are suitable habitat for these two bat species. Recreational use of mines can result in death of these species from people shooting or handling roosting bats. When bats that are in torpor or hibernating are disturbed by human activity at their roosts, they may expend stored energy that cannot be replaced because food is not available, resulting in the bats' death. Bat hibernation begins in the fall before roads become snow covered. In spring and summer when people visit bat roosts, adult bats fly away and can abandon their pups that are too young to fly; this can result in death of the young bats. For this analysis, mines most likely to be visited by people (those within 200 feet of roads and trails designated for motorized use) were identified. Because most mines in the project area have not been surveyed for bat activity, and none have been surveyed during the bat hibernation season, it is not known which mines are most valuable for bats, such as maternity sites or hibernacula. Mines they are accessible to human disturbance could result in bat mortality. Townsend's big-eared bats often roost near mine openings, so this species is vulnerable to human-caused mortality even at mines that have been gated to prevent people from entering them.

Existing Condition – There are 210 open mine adits and shafts on the Coeur d'Alene River Ranger District. Twenty mines that provide year-round habitat for Townsend's big-eared bats and fringed myotis are within 200 feet of motorized routes (PF Doc. 123). This is 9.5% of all mine openings (PF Doc. WL-144). Since we do not know which mines bats use for maternity sites or hibernacula, this poses a moderate mortality risk for Townsend's big-eared bat and fringed myotis.

No-Action Alternative - Direct and Indirect Effects: Seventy-eight mine openings that provide habitat for Townsend's big-eared bat and fringed myotis are within 200 feet of motorized routes (PF Doc. WL-123). Compared to the existing condition, this alternative would pose mortality risk for these species at 390% as many sites. This is 37% of the mine openings in the project area. This is a high mortality risk for Townsend's big-eared bat and fringed myotis.

Proposed-Action Alternative - Direct and Indirect Effects: Effects on mine roosts are the same as Existing Condition for both bat species – moderate mortality risk (PF Doc. WL-123 and 144).

Fisher and American Marten Mortality Risk

Motorized roads and trails provide access for trapping, which may be an important source of mortality for fishers in Idaho (PF Doc. WL-R209; Gaines et al. 2003; PF Doc. WL-R206; Gibilisco et al. 1995; PF Doc. WL-246). Road density exceeding one mile per square mile results in a high risk for vulnerability for incidental trapping of fishers (Gibilisco et al. 1995; PF Doc. WL-R246, p. 53).

Existing Condition: The project area has 103 miles of motorized routes in 4,079 acres of fisher and marten habitat (PF Doc. WL-132).

No Action Alternative - Direct and Indirect Effects: This alternative's 334 miles of motorized routes in 15,077 acres of fisher and marten habitat is a 243% increase over the existing condition, increasing the mortality risk to these species (PF Doc. WL-132 and PF Doc. WL-133).

Proposed Action Alternative - Direct and Indirect Effects: This alternative's 105 miles of motorized routes in 3,911 acres of fisher and marten habitat in the project area would be a 2% increase compared to the existing condition. Mortality risk would be comparable to the existing condition (PF Doc. WL-132).

Rocky Mountain Elk Mortality Risk

Elk mortality risk is largely due to hunting and poaching along motorized roads and trails. A GIS analysis was used to calculate and map elk habitat security acres based on the protocol developed by Idaho Department of Fish and Game (Leege, 1984; PF Doc. WL-R213).

Existing Condition - The analysis area provides 164,378 acres of elk habitat security. This is 22.8% of the analysis area (PF Doc. WL-24).

No-Action Alternative - Direct and Indirect Effects: This alternative would provide 78,846 acres of elk habitat security. This is 11% of the analysis area (PF Doc. WL-25), and 48% of the current security acres.

Proposed-Action Alternative - Direct and Indirect Effects: This alternative would provide 167,186 acres of elk habitat security. This is 23.2% of the analysis area (PF Doc. WL-26), and 2% higher than the current security acres.

Northern Goshawk Mortality Risk

Motorized traffic on roads and trails can displace goshawks from their nesting habitat, and cause nest abandonment and mortality of young goshawks. Critical times for northern goshawks are during the nesting and post-fledgling periods in late spring and summer.

Existing Condition – 0.34 miles of motorized routes are within 230 meters of one known goshawk nest or territory (PF Doc. WL-127).

No Action Alternative - Direct and Indirect Effects: This alternative proposes 5.01 miles of motorized routes within 230 meters of 12 known goshawk nests and territories, posing substantially more risk of mortality to goshawks than the existing condition (PF Doc. WL-128).

Proposed Action Alternative - Direct and Indirect Effects: With this alternative no motorized routes are within 230 meters of known goshawk nests and territories (PF Doc. WL-127). This alternative poses no mortality risk to goshawks.

E. Effects Analysis - Habitat Avoidance and Displacement

Motorized traffic causes some wildlife species to avoid or be displaced from habitat adjacent to travel routes. Only roads and/or trails designated for motorized use were analyzed for effects.

Gray Wolf Habitat Avoidance and Displacement

Wolf researchers have found that wolves avoided or were displaced from areas with road densities exceeding 1 mile per square mile (Gaines et al. 2003; PF Doc. WL-R206; Jalkotzy et al 1997; PF Doc. WL-R287).

Existing Condition – The current overall density of motorized roads and trails for the analysis area is 1.18 miles per square mile (PF Doc. WL-180). This density of motorized routes may displace wolves from some of their habitat.

No-Action Alternative – Direct and Indirect Effects: This alternative would have a density of roads and trails designated for motorized use of 3.44 miles per square mile, 290% of the existing condition (PF Doc. WL-176). This density of motorized routes is considerably higher than 1 mile per square mile, and is much more likely than the existing condition to displace wolves from their habitat.

Proposed-Action Alternative - Direct and Indirect Effects: This alternative would have a density of roads and trails designated for motorized use of 1.14 miles per square mile, 97% of the current condition (PF Doc. WL-180). This density of motorized routes may displace wolves from some of their habitat.

Canada Lynx Habitat Avoidance and Displacement

The Lynx Conservation Assessment and Strategy states that road use in denning habitat may have adverse effects if lynx are forced to move kittens because of associated human disturbances (PF Doc. WL-R245). Later, based on no additional data on the effects of roads on lynx, the Northern Rockies Lynx Amendment Biological Assessment stated, "....forest roads.....were determined in the Remand Notice (USDI Fish and Wildlife Service 2003) to not be a threat at this time," (Bertram. 2007; PF Doc. WL-R275, p. 22).

Existing Condition – 284,838 acres (39% of the District) provides suitable lynx habitat (PF Doc. WL-155). Currently 427 miles of roads and trails are designated for motorized use in suitable lynx habitat (PF Doc. WL-178).

No-Action Alternative - Direct and Indirect Effects: 1,110 miles of roads and trails would be designated for motorized use in suitable lynx habitat. This is 260% of the existing condition (PF Doc. WL-173).

Proposed-Action Alternative - Direct and Indirect Effects: 433 miles of roads and trails would be designated for motorized use in suitable lynx habitat. This is less than a 1% increase over the existing condition (PF Doc. WL-178).

Harlequin Duck Habitat Avoidance and Displacement

Based on management guidelines in Idaho's conservation assessment and strategy for harlequin ducks, roads within 100 meters of harlequin duck breeding streams have adverse impacts on harlequin duck use (PF Doc. WL-R237). Motorized routes provide access to harlequin duck habitats. Studies have shown harlequin ducks are very sensitive to human disturbance in breeding territories (PF Doc. WL-R212). In Grand Teton National Park, 95% of harlequin duck observations were in unroaded areas (ibid.)

Existing Condition – Currently 32 miles of motorized roads are within 100 meters of harlequin duck streams (PF Doc. WL-110).

No-Action and Proposed-Action Alternatives - Direct and Indirect Effects: Same as existing condition.

Bald Eagle Habitat Avoidance and Displacement

Bald eagles can be displaced by motor vehicles on roads adjacent to major streams (Jalkotzy et al. 1997; PF Doc. WL-R286).

Existing Condition – Major forest roads are open for motorized traffic along the North Fork of the Coeur d'Alene River and the Little North Fork of the Coeur d'Alene River where bald eagles nesting habitat occurs. Repeated disturbance is likely on major roads with frequent traffic, which could displace eagles from their fishing areas and nesting habitat (Jalkotzy et al. 1997; PF Doc. WL-R286).

No-Action and Proposed-Action Alternative - Direct and Indirect Effects: Same as existing condition.

Black Swift Habitat Avoidance and Displacement

All alternatives would continue to provide access to the two known black swift nesting sites in Idaho. The level of human visitation at these sites is unknown but is likely to increase based on visitation trends on the remainder of the District, which could further disturb black swifts at their nesting sites. A Forest Service team will evaluate the black swift data and sites and develop a management strategy by September, 2008 to conserve this species in the project area.

Existing Condition: A motorized road allows walking access to the only two known black swift nesting sites in Idaho. Based on the continued presence of nesting swifts at the sites and the lack of evidence of negative effects on breeding swifts at sites in Colorado (Wiggins 2004; PF Doc. WL-269) current management is not expected to result in abandonment of the nest sites.

No-Action and Proposed-Action Alternatives - Direct and Indirect Effects: Road access to these sites would not change, but visitor activities would likely to increase based on visitation trends on the remainder of the District, which could further disturb black swifts at their nesting sites.

Townsend's Big-eared Bat and Fringed Myotis Habitat Avoidance and Displacement

Motorized roads and trails provide access to suitable bat habitat in mines. Human activity at mines can displace bats from their preferred habitats and may make these sites unsuitable as bat roosts. Townsend's big-eared bat is more sensitive to disturbance and displacement from its habitat than other bat species. Because some of these mines may provide the most important habitat for bats (maternity sites or hibernacula), motorized access to bat habitat in mines is a moderate risk for these two species.

Existing Condition: There are 210 open mine adits and shafts on the Coeur d'Alene River Ranger District which provide habitat for bats. Twenty mines that provide year-round habitat for Townsend's big-eared bats and fringed myotis are within 200 feet of motorized routes (PF Doc. WL-123). This is 9.5% of all mine openings (PF Doc. WL-144). Since we do not know which mines are the most important for bats in terms of maternity sites or hibernacula, this poses a moderate potential for Townsend's big-eared bat and fringed myotis to be displaced from their habitat in mines.

No-Action Alternative - Direct and Indirect Effects: Seventy-eight mines that provide habitat for Townsend's big-eared bat and fringed myotis would be within 200 feet of motorized routes (PF Doc. WL-123). Compared to the existing condition, this is 325 percent as many mines affected by proximity to motorized routes. Since this alternative would impact so many more bat habitats, the potential for bats to be displaced from these habitats is much higher.

Proposed-Action Alternative - Direct and Indirect Effects: Effects on mine roosts would be the same as existing condition for both bat species.

Wolverine Habitat Avoidance and Displacement

Motorized activities reduce habitat security for wolverines. When displacement results in separation of adults from potential mates or separation of young wolverines from their mothers, wolverine reproduction and survival rates could be affected. Research in Idaho, Montana and Wyoming has predicted that wolverine use of habitat declines when road densities exceed 2.7 miles per square mile (PF Doc. WL-R240).

Existing Condition: District-wide, the average density of motorized routes is 1.1 miles per square mile (PF Doc. WL-180). Currently none of eighteen subunits in the project area have road densities higher than 2.7 miles per square mile, so wolverines are not being displaced from suitable habitat by road density.

No-Action Alternative - Direct and Indirect Effects: Road density of routes designated for motorized public use would be 3.44 miles per square mile (292 percent of the existing condition). Twelve of eighteen subunits on the Coeur d'Alene River Ranger District would have road densities greater than 2.7 miles per square mile; indicating wolverines would avoid or be displaced from otherwise suitable habitats on most of the analysis area (PF Doc. WL-R240).

Proposed-Action Alternative - Direct and Indirect Effects: Road density of routes designated for motorized public use would be 1.1 miles per square mile (PF Doc. WL-180), 6.8 percent lower than the existing condition. None of the eighteen subunits in the project area would have road densities higher than 2.7 miles per square mile, so wolverines would not be displaced from suitable habitat by road density.

Rocky Mountain Elk Habitat Avoidance and Displacement

Many studies have shown that elk are often displaced from suitable habitat by human activities, including motorized traffic (PF Doc. WL-R218, WL-R221, and WL-R263).

Existing Condition: Elk Habitat Potential (EHP) is 52 on the Fernan side and 56.5 on the Wallace side of the project area. The overall EHP is 54.3. Habitat security for elk and other wildlife would be provided on 21 percent of the Fernan side of the District, 24 percent of the Wallace side, and 23 percent overall for the analysis area. See table below (PF Doc. WL-24). Motorized use on 1,701 miles of roads and trails would result in elk avoiding or being displaced from habitat on most of the district (PF Doc. WL-1).

Table WL-15. Existing Elk Habitat Potential (EHP).

EHU	Forest Plan EHP Goal	EHU Acres	Existing EHP	Weighted Value of EHP	Acres of Security	Percent Security
EHU1	55	31,909	64	5.921	11,807	37
EHU2	65	52,987	62	9.526	10,057	19
EUH3	72	27,866	74	5.979	10,757	39
EHU4	35	45,528	43	5.181	9,227	20
EHU5	38	16,480	57	2.723	3,119	19
EHU6	51	13,848	44	1.766	1,970	14
EHU7	42	50,877	45	6.639	8,540	17
EHU8	41	36,728	46	4.899	7,883	21
EHU9	38	35,472	48	4.937	5,206	15
EHU10	44	33,152	47	4.518	3,919	12
Fernan Side	**48**	**344,847**	**Not applicable**	**52.000**	**72,513**	**21**
WEHU1	73	41,240	77	8.421	25,002	61
WEHU2	42	58,381	52	8.051	20,727	36
WEHU3	65	79,447	61	12.852	13,849	17
WEHU4	49	17,237	40	1.828	500	3
WEHU5	55	51,144	55	7.459	7,104	14
WEHU6	28	41,248	40	4.375	7,380	18
WEHU7	33	51,456	52	7.096	14,040	27
WEHU8	74	36,914	66	6.461	3,263	9
Wallace side	**52**	**377,067**	**Not applicable**	**56.500**	**91,865**	**24**
DISTRICT-WIDE	**50**	**721,914**	**Not applicable**	**54.300**	**164,378**	**23**

No-Action Alternative - Direct and Indirect Effects: Elk Habitat Potential (EHP) would be 32.3 on the Fernan side and 43.6 on the Wallace side of the project area. The overall EHP would be 38.2. This alternative would provide elk habitat security on 4.5 percent of the Fernan side, 17 percent of the Wallace side, and 11 percent overall for the analysis area. See table below (PF Doc. WL-25). Motorized use on 4,858 miles of roads and trails would result in elk avoiding or being displaced from habitat on most of the district (PF Doc. WL-1). Compared to the existing condition, Elk Habitat Potential would decrease and not meet the Forest Plan goals on either side of the district or overall.

Table WL-16. Elk Habitat Potential (EHP) under the No-Action Alternative.

EHU	Forest Plan EHP Goal	EHU Acres	EHP under No Action	Weighted Value for EHP	Acres of Security	Percent Security
EHU 1	55	31,909	42	3.886	3,273	10
EHU 2	65	52,987	40	6.146	4,167	8
EHU 3	72	27,866	54	4.363	4,885	18
EHU 4	35	45,528	16	2.112	463	1
EHU 5	38	16,480	28	1.338	614	4
EHU 6	51	13,848	34	1.365	255	2
EHU 7	42	50,877	27	3.983	1,031	2
EHU 8	41	36,728	40	4.260	449	1
EHU 9	38	35,472	25	2.571	0	0
EHU 10	44	33,152	24	2.307	251	1
Fernan Side	**48**	**344,847**	**Not applicable**	**32.300**	**15,388**	**4.5**
WEHU1	73	41,240	76	8.312	15,747	38
WEHU2	42	58,381	36	5.573	10,295	18
WEHU3	65	79,447	50	10.534	15,016	19
WEHU4	49	17,237	26	1.188	0	0
WEHU5	55	51,144	44	5.968	6,002	12
WEHU6	28	41,248	27	2.953	7,238	18
WEHU7	33	51,456	40	5.458	9,160	18
WEHU8	74	36,914	37	3.622	0	0
Wallace side	**52**	**377,067**	**Not applicable**	**43.600**	**63,458**	**17**
DISTRICT-WIDE	**50**	**721,914**	**Not applicable**	**38.200**	**78,846**	**11**

Proposed-Action Alternative - Direct and Indirect Effects: The following table shows Elk Habitat Potential (EHP) would be 52.6 on the Fernan side and 54.9 on the Wallace side of the project area. The overall EHP is 54.3. Habitat security for elk and other wildlife would be provided on 2 percent of the Fernan side of the District, 24 percent of the Wallace side, and 22. percent overall for the analysis area. See table below (PF Doc. WL-24). Motorized use on 1,701 miles of roads and trails would result in elk avoiding or being displaced from habitat on most of the district (PF Doc. WL-1). Compared to the existing condition, elk Habitat Potential (EHP) would increase on the Fernan side and decrease on the Wallace side of the analysis area. The overall EHP would decrease but still meet the Forest Plan goals on both sides of the district.

Table WL-17. Elk Habitat Potential (EHP) under the Proposed-Action Alternative.

EHU	Forest Plan EHP Goal	EHU Acres	EHP under Proposed Action	Weighted Value for EHP	Acres of Security	Percent Security
EHU1	55	31,909	59	5.459	11,807	37
EHU2	65	52,987	59	9.065	11,057	21
EUH3	72	27,866	71	5.737	10,592	38
EHU4	35	45,528	42	5.544	9,227	20
EHU5	38	16,480	56	2.676	3,119	19
EHU6	51	13,848	49	1.967	1,970	14
EHU7	42	50,877	40	5.901	8,397	16
EHU8	41	36,728	64	6.813	7,883	21
EHU9	38	35,472	44	4.525	5,206	15
EHU10	44	33,152	51	4.902	6,676	20
Fernan Side	**48**	**344,847**	**Not applicable**	**52.600**	**75,934**	**22**
WEHU1	73	41,240	76	8.312	25,002	61
WEHU2	42	58,381	52	8.051	20,727	36
WEHU3	65	79,447	59	12.431	13,849	17
WEHU4	49	17,237	54	2.468	500	3
WEHU5	55	51,144	55	7.459	6,175	12
WEHU6	28	41,248	34	3.719	7,380	18
WEHU7	33	51,456	47	6.413	14,040	27
WEHU8	74	36,914	62	6.069	3,579	10
Wallace side	**52**	**377,067**	**Not applicable**	**54.900**	**91,252**	**24**
DISTRICT-WIDE	**50**	**721,914**	**Not applicable**	**53.800**	**167,186**	**23**

Table WL-18. Summary Comparison of Elk Habitat Potential (EHP).

Area	Forest Plan Goal	Existing Condition	No Action	Proposed Action
Fernan side	**48**	**52.0** Would meet goal	**32.3** Would NOT meet goal	**52.6** Would meet goal
Wallace side	**52**	**56.5** Would meet goal	**43.6** Would NOT meet goal	**54.9** Would meet goal
District-wide (weighted average)	**50**	**54.3** Would meet goal	**38.2** Would NOT meet goal	**53.8** Would meet goal

Northern Goshawk Habitat Avoidance and Displacement

Motorized traffic on roads and trails can disturb goshawks and displace them from their nesting territories. Critical times for northern goshawks are during the nesting and post-fledgling periods in late spring and summer. Based on the Northern Goshawk Northern Region Overview (2007; PF Doc. WL-R241), effects were analyzed using a 230-meter distance (755 feet) between goshawk nests or territories and routes designated for motorized use.

Existing Condition – There are 0.34 miles of motorized routes within 230 meters (755 feet) of one known goshawk nest or territory (PF Doc. WL-127)

No-Action Alternative - Direct and Indirect Effects: This alternative proposes 5.01 miles of motorized routes within 230 meters (755 feet) of 12 known goshawk nests and territories, posing substantially more potential of habitat avoidance or displacement by goshawks than the existing condition (PF Doc. WL-128).

Proposed-Action Alternative - Direct and Indirect Effects: With this alternative no motorized routes would be within 230 meters (755 feet) of known goshawk nests and territories (PF Doc. WL-127). This alternative would pose no potential of habitat avoidance or displacement by goshawks.

Forest Birds Habitat Avoidance and Displacement

Over 150 species of forest birds occur on the Coeur d'Alene River Ranger District, including breeding resident and migratory species. Riparian areas often have a high diversity of bird species. For this analysis, riparian areas were defined as areas within 300 feet of streams. Some forest birds are displaced from habitats near roads due to the road itself or by human activities, including motorized traffic, on or near roads and motorized trails (Gaines et al., 2003; PF Doc. WL-296; Havlick, 2002; PF Doc. WL-283; Partners in Flight, 2000. PF Doc. WL-R267). The amount of displacement or habitat avoidance varies by species and with the amount of traffic, timing and type of activity on and near motorized routes.

Existing Condition: 1,701 miles of roads and trails designated for motorized use traverse a variety of habitats occupied by over 150 species of forest birds. Of those, 454 miles are in riparian areas which provide habitat for the greatest diversity of bird species.

No-Action Alternative - Direct and Indirect Effects: 4,858 miles of roads and trails designated for motorized use traverse a variety of habitats occupied by over 150 species of forest birds. Of those, 1,178 miles are in riparian areas. Compared to the existing condition, this alternative would have 353% as many miles of motorized routes and 259% as many miles of motorized routes in riparian areas which provide habitat for the greatest diversity of bird species.

Proposed-Action Alternative - Direct and Indirect Effects: 1,647 miles of roads and trails designated for motorized use traverse a variety of habitats occupied by over 150 species of forest birds. Of those, 461 miles are in riparian areas. Compared to the existing condition, this is a 3.2% reduction in total miles of motorized routes and 1.5% increase in riparian motorized routes which provide habitat for the greatest diversity of bird species.

F. Effects Analysis - Linkage Zones and Movement Corridors

Only roads and/or trails designated for motorized use on the Coeur d'Alene River Ranger District were analyzed for effects. Major ridges and riparian areas can provide linkage zones and movement corridors for wildlife. Linkage zones are broad areas of seasonal habitat where animals can find food, shelter and security (Servheen et al., 2003; PF Doc. WL-R242). An example is the Montana/Idaho border area on the eastern edge of the Coeur d'Alene River Ranger District, which is entirely in Lynx Analysis Units, and links habitat north and south of the analysis area. Roads and trails alter the dispersal and movement of wide-ranging carnivores such as the wolverine (Gaines et al.; PF Doc. WL-R206). A GIS analysis determined most lands along Interstate 90 east of Wallace do not appear to be an impediment to linkage for wildlife. However, the interstate itself may impede wildlife movement (Servheen et al., 2003; PF Doc. WL-R242, p. 25). Road densities greater than 2 miles per square miles are considered a moderate impact to large mammals (Servheen et al., 2003; PF Doc. WL-R242). Effects of road densities on wildlife linkage are displayed in the following table.

Table WL-19. Effects of Road Density on Large Mammals

Road density (miles per sq. mi.)	Impact to wildlife
0	beneficial
0.01 – 1.00	neutral
1.01 – 2.00	minimal
> 2.00	moderate

Gray Wolf, Canada Lynx and Wolverine Habitat Avoidance and Displacement

A GIS analysis calculated the miles of roads and trails designated for motorized use on the Coeur d'Alene River Ranger District in the 19.2 square-mile linkage zone within 500 meters (1,640 feet) of the Montana border.

Existing Condition: Currently 39.0 miles of roads and trails designated for motorized use are located in the linkage zone (PF Doc. WL-177). This is a density of 2.04 miles per square mile. This exceeds 2 miles per square mile and is a moderate level of human impact on these three species (Servheen et al., 2003; PF Doc. WL-R242).

No-Action Alternative - Direct and Indirect Effects: 69.4 miles of roads and trails are designated for motorized use are located in this linkage zone (PF Doc. WL-172). This is a density of 3.62 miles per square mile, 178% of the existing condition. Exceeding a road density of 2 miles per square mile, this level of road density would have a moderate impact on these three species that use this linkage zone (Servheen et al., 2003; PF Doc. WL-R242).

Proposed-Action Alternative - Direct and Indirect Effects: 39.8 miles of roads and trails designated for motorized are located in the linkage zone (PF Doc. WL-177). This is a density of 2.07 miles per square mile, 101.5% of the existing condition. Exceeding a road density of 2 miles per square mile, this level of road density would have a moderate impact on these three species that use this linkage zone (Servheen et al., 2003; PF Doc. WL-R242).

G. Cumulative Effects to Wildlife

Roads and trails designated for motorized use provides the means for people to access wildlife and their habitat, which can result in a variety of effects. This cumulative effects analysis addresses activities on and off National Forest System lands which, in combination with motorized use, affect threatened, endangered, sensitive, and management indicator species in the analysis area. It focuses on activities which are relevant to each species. The analysis area for cumulative effects includes National Forest System and other lands in the Coeur d'Alene Basin. Future projects on the National Forest System lands will have individual environmental assessments to determine specific effects on these species. Past road construction and use have resulted in direct, long-term losses of wildlife habitat. Approximately 3.5 acres of wildlife habitat have been lost per mile of road. This is a long-term loss of habitat for some wildlife species for the foreseeable future (PF Doc. WL-101). Roads fragment wildlife habitats, resulting in smaller patches of habitat and less wildlife habitat.

Reasonably foreseeable projects (Refer to Chapter 3, Table EA-4) include about 21 miles of new road construction (Blue Alder, Jo-Cat, Placer HFRA, Prichard-Murray, Deerfoot and Glidden Lake projects). These new roads will be used temporarily for these projects, resulting in short-term impacts to wildlife. For the long-term they will not be authorized for motorized use. Blue Alder, Glidden Lake and Short Creek projects will decommission about 33.4 miles of roads, which may slightly increase habitat security for wildlife in the local areas where these roads will be decommissioned.

Cumulative Effects to Gray Wolf

Research has found that wolves avoided or were displaced from areas with motorized road densities greater than one mile per square mile (Gaines et al.; PF Doc. WL-R206, p. 14). High densities of roads designated for motorized use displace deer and elk from otherwise suitable habitat, which reduces prey available for wolves near roads and trails designated for motorized use. Proposed activities are expected to affect wolves in two ways: direct mortality and loss of prey. Reasonably foreseeable projects on National Forest System lands listed above would not increase mortality risk to the gray wolf if newly constructed roads are managed with gates to only allow access to authorized personnel working those projects, and those individuals do not carry firearms. Proposed vegetation treatments would displace deer and elk, but are not believed to affect big game populations. On lands off National Forest System lands, rapidly growing human population and recreation use in the cumulative effects analysis area increase the chance of human/wolf interactions which could result in wolf mortality. In general, new projects reduce the miles of motorized roads where feasible. The wolf population has been increasing over the last decade. Idaho Department of Fish and Game manages wolf populations in Idaho. We will cooperate with them in this effort.

Cumulative Effects to Canada Lynx

Almost all lynx habitat in North Idaho is on the Idaho Panhandle National Forests. Fire suppression prevents the development of young stands which are habitat for snowshoe hares, the primary prey of lynx. Most of the proposed reasonably foreseeable projects are in the early planning stages, so it is unknown how many acres of Canada lynx habitat they will affect. Some of the thinning and regeneration harvest projects have the potential to regenerate lodgepole pine, subalpine fir and other conifer species which, if not precommercially thinned, could in a few decades provide food for snowshoe hares, one of the primary prey species for lynx. Interstate 90 has been identified as a

possible barrier to lynx movement. We will follow standards and guidelines in the Northern Rockies Lynx Management developed by the Forest Service.

Cumulative Effects to Western Toad

Reasonably foreseeable timber and fuels treatment projects will reduce the understory vegetation on thousands of acres of toad habitat, reducing cover for boreal toads. Chytrid fungus and other diseases are known to impact toad populations (Kienath and McGee, 2005; PF Doc. WL-R247). Roads and trails designated for motorized use provide access for fisherman and others who can spread chytrid fungus when they don't clean their waders with bleach (Kienath and McGee, 2005; PF Doc. WL-R247). The Forest Service is continuing to remove riparian roads as funding is available. This will improve habitat for western toads. Ongoing cleanup of toxic metals at historic mining sites reduces toxicity threats to toads. As human populations increase in North Idaho, more roading, logging and urban development on private lands will result in less habitat security for boreal toads off National Forest System lands. Motorized routes will continue to provide access to important toad habitats.

Cumulative Effects to Coeur d'Alene Salamander

This species occupies areas which also contain gold and other locatable mineral deposits. Commercial placer mining, recreational dredging and other mining will continue to impact Coeur d'Alene salamanders and their habitat. When projects are proposed in areas with known Coeur d'Alene salamanders or their habitat, salamander habitats are protected. Several reasonably foreseeable projects propose logging and fuels reduction projects which may dry out some Coeur d'Alene salamander habitats, possibly making them unsuitable due to higher temperatures and drier substrates. Proposed Laverne ATV project, mining, road construction and reconstruction may result in mortality of Coeur d'Alene salamanders and habitat loss as rocks and earth are moved. The Laverne ATV project is estimated to result in a loss of 0.5 acre of Coeur d'Alene salamander habitat. No Coeur d'Alene salamander surveys have been conducted at this site, and there are no known records of this species there. Chemicals such as oil and antifreeze sometimes leak from motor vehicles on and near roads, trails and campsites. The Forest Service is continuing to remove riparian roads as funding is available. This will improve habitat for Coeur d'Alene salamanders. Ongoing cleanup of toxic metals at historic mining sites reduces toxicity threats to this species. Although unlikely, these chemicals are potentially toxic and could kill Coeur d'Alene salamanders. As human populations increase in North Idaho, more roading, logging and urban development on private lands which are not managed to protect Coeur d'Alene salamanders or their habitat will result in less habitat security for this species and increased threats of mortality and habitat loss from soil movement and sedimentation off National Forest System lands.

Cumulative Effects to Harlequin Duck

Existing and increasing recreation use (fishing, floating, etc.) on the North Fork Coeur d'Alene River and other harlequin duck habitats will continue to disturb this species during the nesting and brood-rearing seasons (Jalkotzy et al. 1997; PF Doc. WL-R286). Proposed logging, fuels treatment and other vegetation management projects are not expected to affect this species because they won't occur in harlequin duck habitat. Off National Forest System lands, riparian areas are not managed to support harlequin duck populations or their habitat.

Cumulative Effects to Bald Eagle

Increasing traffic on riparian roads and trails in bald eagle habitat will continue to limit the availability of suitable habitat for nesting bald eagles. Stream habitat improvements for fish and fish population management by Idaho Department of Fish and Game may increase prey availability for bald eagles in small sections of bald eagle habitat. Riparian management guidelines will maintain roost trees along bald eagle streams. Reasonably foreseeable timber, fuel reduction, firewood and other activities are not expected to impact bald eagles or their habitat because they will not occur in bald eagle habitat.

Removal of large trees on state and private land will decrease the amount of bald eagle habitat off National Forest System lands. Efforts to clean up heavy metals in the Coeur d'Alene Basin are expected to increase fish populations and prey availability for bald eagles.

Cumulative Effects to Flammulated Owl

Reasonably foreseeable timber, fuel reduction and firewood projects such as Blue Alder may reduce the amount and quality of habitat for flammulated owls by removing snags which are used for nesting, or reduce canopy closure below 35%, making the habitat unsuitable for this species. Due to fire suppression, many stands have more trees per acre than would occur under natural fire regimes. Very dense stands are not suitable for flammulated owls. Most of these proposed projects are in the early planning stages, so it is unknown how many acres of flammulated owl habitat they will affect. These projects will have separate NEPA analysis. Overall, forests in the project area are aging faster than they are being regenerated by fire or logging, increasing habitat for species which use mature and old growth forests; this includes the flammulated owl. Region-wide, viability is not a concern for this species (PF Doc. WL-R67).

Most private forests in Kootenai and Shoshone Counties are not managed to maintain habitat for flammulated owls, particularly large diameter Douglas-fir and ponderosa pine snags. As human populations increase in North Idaho, more roading, logging and urban development, fuels reduction programs and firewood cutting on private and state lands adjacent to the Coeur d'Alene River Ranger District will continue to reduce the number of snags which could provide foraging and nesting sites for flammulated owls.

Cumulative Effects to Black-backed Woodpecker

Reasonably foreseeable timber, fuel reduction and firewood projects including Jo-Cat, Blue Alder and others, may reduce the amount and quality of habitat for black-backed woodpeckers by removing snags and live trees which are used for nesting and foraging, making the habitat not suitable for this species. Most of these proposed projects are in the early planning stages, so it is unknown how many acres of black-backed woodpecker habitat they will affect. Firewood cutting has reduced and will continue to reduce available habitat near roads. Ongoing insect and disease will continue to create new black-backed woodpecker habitat. Fire suppression and salvage logging will continue to prevent the development of new black-backed woodpecker habitat. Two recent fires in the Ulm Peak and Revett Lake areas provided an unknown amount of habitat for this species. Burned acres for these two fires totaled approximately 5,700 acres, but not all of this area experienced moderate to high intensity fire which typically attracts black-backed woodpeckers. No salvage logging has occurred and none is planned in the Ulm Peak and Revett Lake burns. No black-backed woodpecker surveys were conducted after these fires.

Research on this species has found that black-backed woodpecker select nesting habitat with very high snag densities, higher than the Region 1 Snag Management Protocol recommends. Overall, forests in the project area are aging at a faster rate than they are being regenerated by fire or logging, increasing habitat for species which use mature and old growth forests; this includes the black-backed woodpecker. We will continue to meet the old growth standards directed by the Forest Plan. Viability is not a concern for this species (PF Doc. WL-R67).

Most state and private forests in Kootenai and Shoshone Counties are not managed to maintain high densities of snags or recently burned forests which would be suitable for nesting black-backed woodpecker. County, state and federal programs encourage private landowners to thin their forests and salvage burned trees. These practices reduce habitat for this species, and it is limited on nearby private lands. As human populations increase in North Idaho, more roading, logging and urban development, fuels reduction programs and firewood cutting on private and state lands adjacent to the Coeur d'Alene River Ranger District will continue to reduce the number of snags which could provide foraging and nesting sites for black-backed woodpeckers.

Cumulative Effects to Pygmy Nuthatch

Reasonably foreseeable timber, fuel reduction and firewood projects including Jo-Cat, Blue Alder and others, will likely reduce the amount and quality of habitat for pygmy nuthatches by removing snags and live trees which are used for nesting and foraging, making the habitat not suitable for this species. Most of these proposed projects are in the early planning stages, so it is unknown how many acres of pygmy nuthatch habitat they will affect. However, we maintain the number of snags

recommended in the Region 1 Snag Protocol. Overall, forests in the project area are aging at a much faster rate than they are being regenerated by fire or logging, increasing habitat for species which use mature and old growth forests; this includes the pygmy nuthatch.

Most private forests in Kootenai and Shoshone Counties are not managed to maintain high densities of snags or recently burned forests which would be suitable for nesting pygmy nuthatches. County, state and federal programs encourage private landowners to thin their forests and salvage burned trees. These practices reduce habitat for this species, and it is limited on nearby private lands. As human populations increase in North Idaho, more roading, logging and urban development, fuels reduction programs and firewood cutting on private and state lands adjacent to the Coeur d'Alene River Ranger District will continue to reduce the number of snags which could provide foraging and nesting sites for pygmy nuthatches.

Cumulative Effects to Townsend's Big-eared Bat

Reasonably foreseeable activities that could affect these bats include logging and fuels reduction treatments that remove snags or change the temperature at roost sites. Active mining and recreational exploration of mines can make mines unsuitable for bats.

Ongoing availability of snags for firewood cutting along roads designated for motorized use will reduce the quality and quantity of habitat for this species near these roads.

Most of these proposed projects are in the early planning stages, so it is unknown how many acres of fringed myotis habitat they will affect. Some of the proposed thinning projects have the potential to regenerate ponderosa pine which could, in several decades, provide roosting habitat for this species. These projects will have separate NEPA analysis. Overall, forests in the project area are aging at a much faster rate than they are being regenerated by fire or logging, increasing habitat for species which use mature and old growth forests; this includes the fringed myotis.

Forest visitors exploring mines may disturb or displace Townsend's big-eared bats or fringed myotis yearlong. Thirty abandoned mines have been gated in the project area for public safety; a side benefit is that they provide habitats for Townsend's big-eared bats and other bats that is fairly secure from human disturbance. The Forest Service's continuing efforts to gate inactive mines that are public safety hazards will increase habitat available for Townsend's big-eared bats by excluding people from important bat habitats. Proposed timber harvest and fuels treatments close to mine adits and shafts could change the microclimate inside the mines and affect the suitability of those habitats as foraging or roost sites for this species. Depending on the prescription, habitat could be improved or lost by changing the vegetative structure near mine openings. Townsend's big-eared bats typically roost near the entrance of caves or mines, so would still be vulnerable to human disturbance even at gated mines. As human populations increase in North Idaho, more roading and logging on private lands will result in less habitat security for this species off National Forest System lands.

Private forests in Kootenai and Shoshone Counties are generally not managed to maintain large, tall snags for bat habitat. County, state and federal programs encourage private landowners to thin their forests for fire prevention. These practices reduce habitat for these two species on non-federal lands. As human populations increase in North Idaho more roading, logging and urban development, fuels reduction programs and firewood cutting on private and state lands adjacent to the Coeur d'Alene River Ranger District will continue to reduce the number of snags which could provide roost sites for fringed myotis off National Forest System lands. Mining will reduce the roost habitat available for Townsend's big-eared bats and fringed myotis off National Forest System lands. If active mining occurs in mines that are used as maternity sites or hibernacula by these species, bat mortality may occur.

Cumulative Effects to Fringed Myotis

Refer to cumulative effects section on Townsend's big-eared bat. These also apply to fringed myotis. Reasonably foreseeable activities that could affect these bats include logging and fuels reduction

treatments that remove snags or change the temperature at mine and snag roost sites. Active mining and recreational exploration of mines can make mines unsuitable for bats.

Cumulative Effects to Fisher and American Marten

Ongoing availability of snags for firewood cutting along roads designated for motorized use will reduce the quality and quantity of habitat for this species and keep the habitat quality low near these roads. Most of the proposed reasonably foreseeable projects are in the early planning stages, so it is unknown how many acres of fisher and marten habitat they will affect. These treatments will likely reduce the amount of late successional forests and reduce the canopy closure in some stands, resulting in a loss of suitable habitat for these two species. Some of the thinning projects have the potential to regenerate lodgepole pine, subalpine fir and other conifer species which provide food for snowshoe hares, one of the primary prey species for fishers. Regeneration harvests and some thinning projects could encourage the growth of dense conifer stands which, if not pre-commercially thinned, could in a few decades provide habitat for snowshoe hares.

Private lands are not generally managed for this species or its habitat, to retain large snags and logs. Marten trapping and incidental trapping of fishers will continue to occur on and off National Forest System lands. Fuels reduction programs, logging, firewood cutting, road construction and urban development on private lands adjacent to the Coeur d'Alene River Ranger District will continue to reduce the number of large snags and large logs and reduce forest canopies, resulting in low amounts of fisher habitat off National Forest System lands.

Cumulative Effects to Wolverine

More than 90 percent of wolverine habitat in the cumulative effects analysis area is on National Forest System lands. Substantial uncertainties remain about which habitat and mortality factors are responsible for the decline of the wolverine in the Rockies et al. 2001. PF Doc. WL-240) Carrion (dead animals) is a primary food for wolverines. Loss of deer and elk winter ranges to development and/or weeds have limited food sources for wolverines in some areas. Research in Central Idaho found wolverine home ranges averaged more than 1,500 square kilometers (579 square miles), and individual wolverines with radio collars traveled more than 200 kilometers (124 miles). Wolf poisoning in some areas has eradicated wolverines. Due to wolverines' large home ranges and long-range dispersal behavior, wolverines in the project area could be exposed to poisons and other mortality factors in Canada, Montana or elsewhere in Idaho, resulting in local population declines in the Idaho Panhandle.

Proposed vegetation treatment will have limited if any effect on wolverines, which are a habitat generalist. When gold prices are high as it is in 2007, renewed mining will likely occur in higher elevation sites which are preferred habitats for wolverines during summer, and could possibly displace wolverines from these habitats. Some fuels treatments on ridgetops may also displace wolverines.

Cumulative Effects to Rocky Mountain Elk

The Laverne ATV project will decrease elk habitat security in one EHU by about 250 acres. As human populations increase in North Idaho, more roading and logging on private lands will result in less habitat security for elk off National Forest System lands.

Cumulative Effects to Northern Goshawk

Unauthorized motor vehicle use occurs on roads and trails which do not have physical barriers to prevent motorized traffic. This will result in additional firewood cutting and loss of snag habitat. Overall, forests in the project area are aging at a much faster rate than they are being regenerated by fire or logging, increasing habitat for species which use mature and old growth forests; this includes the northern goshawk. Population viability is not a concern for goshawks. (PF Doc. WL-R67)

Most forests off National Forest System lands in Kootenai and Shoshone Counties are not managed to maintain key components of goshawk habitat: snags, dense canopy closure, structural diversity, high diversity of birds and other prey species, and low road density. As a result, goshawk habitat is

limited on nearby private lands. As human populations increase in North Idaho, more roading, logging and urban development on private lands will result in less habitat security for this species off National Forest System lands.

Cumulative Effects to Pileated Woodpecker

Reasonably foreseeable timber, fuel reduction and firewood projects will likely reduce the amount and quality of habitat for pileated woodpeckers by removing snags and live trees which are used for nesting and foraging, making the habitat not suitable for this species. Most of these proposed projects are in the early planning stages, so it is unknown how many acres of pileated woodpecker habitat they will affect. However, the Forest Service has managed and continues to manage forest stands to increase large diameter trees, which will benefit pileated woodpeckers. However, the Forest Service maintains the number of snags recommended in the Region 1 Snag Protocol. Overall, forests in the project area are aging at a much faster rate than they are being regenerated by fire or logging, increasing habitat for this species which uses mature and old growth forests.

Few landowners have a management goal on their private forestlands of maintaining habitat for pileated woodpeckers or other wildlife species which require large diameter trees. State lands are not managed to support pileated woodpeckers or their habitats. County, state and federal programs encourage private landowners to thin their forests and salvage burned trees. These practices reduce habitat for this species, and it is limited on nearby private lands. As human populations increase in North Idaho, more roading, logging and urban development, fuels reduction programs and firewood cutting on private and state lands adjacent to the Coeur d'Alene River Ranger District will continue to reduce the number of snags which could provide foraging and nesting sites for pileated woodpeckers off National Forest System lands. Overall, forests in the project area are aging at a much faster rate than they are being regenerated by fire or logging, increasing habitat for this species which uses mature and old growth forests.

Cumulative Effects to Forest Birds

Increasing human population, urban development and firewood cutting will reduce habitat for resident and migratory birds. Collisions with cars (particularly on highways) and cell phone towers kill large numbers of migratory birds, especially during the breeding season and migration. Increasing motor vehicle use on and off National Forest System lands and predation by domestic cats contribute to migratory bird mortality. Research by the U.S. Fish and Wildlife Service in the Coeur d'Alene Basin has found toxic metal from historic mining affects behavior and survival of some forest birds in riparian areas. Forest roads are travelways for avian predators and cowbirds into habitats where they wouldn't otherwise occur. Traffic on roads designated for motorized travel prevents most vegetation from growing back, maintaining conditions for cowbirds. Though uncommon, cowbirds are a threat to the nesting success of other songbirds because they are nest parasites; they lay their eggs in other birds' nests, and the other birds raise the cowbird chicks. Cowbird chicks often out-compete the chicks of other songbirds, resulting in nesting failure for the other species. These factors make the remaining patches of secure habitat on National Forest System lands even more important for meeting the needs of migratory birds in the Coeur d'Alene Basin. Forests in the project area are aging faster than they are being regenerated by fire or logging, resulting in increasing habitat for species which use mature and old growth forests.

H. Determination of Effects

The following two tables summarize the determination of effects for threatened and endangered species based on direct, indirect and cumulative effects on each species. Refer to the Biological Assessment in the project files for more details (PF Doc. WL-185).

Table WL-20. Determination of Effects – Threatened and Endangered Species.

Species	No Effect	May Affect, Not Likely to Adversely Affect	May Affect, Likely To Adversely Affect	Beneficial Impact
Gray Wolf		X		
Canada Lynx		X		

Table WL-21. Rationale for Determination of Effects – Threatened and Endangered Species

Species	Rationale for Call	Mitigation measures, if needed
Gray Wolf	No wolf packs known on the Coeur d'Alene River Ranger District; no recent wolf sightings in the project area	none
Canada Lynx	Less than 1percent increase in motorized routes in Lynx Analysis Units	none

Sensitive Species

The following two tables summarize the determination of effects for sensitive species based on direct, indirect and cumulative effects on each species. The probability of a species occurring in the analysis area is based on records of observations, and presence of suitable habitat:

None - No suitable habitat occurs in the area and/or the area is outside the known range of the species, and there are not recorded observations in the area.

Low – Marginally suitable habitat is limited, isolated, and there are no recorded observations of the species in the area.

Moderate – Suitable habitat exists in the area and it is within the known range of the species, but there are no confirmed observations.

High – Suitable habitat is present and there have been confirmed observations of the species.

Table WL-22. Determination of Effects for Sensitive Species

Species	No Impact	May Impact Individuals or Habitat, But Not Likely to Trend Toward Federal Listing or Loss of Viability	Will Impact Individuals or Habitat, The Action May Trend Towards Federal Listing or Loss of Viability*	Beneficial Impact
Western Toad		X		
Coeur d'Alene Salamander		X		
Harlequin Duck		X		
Bald Eagle		X		
Flammulated Owl		X		
Black-backed Woodpecker		X		
Black Swift		X		
Pygmy Nuthatch		X		
Townsend's big-eared bat		X		
Fringed myotis		X		
Fisher		X		
Wolverine		X		

Table WL-23. Rationale for Determination of Effects – Sensitive Species

Species	Species or Habitat Present on District?	Probability of Occurrence in Resource Area	Species or Habitat Potentially Affected?	Species Analyzed in Detail?
Western Toad *(Bufo boreas)*	Yes	High	Yes	Yes
Coeur d'Alene Salamander *(Plethodon vandykei idahoensis)*	Yes	High	Yes	Yes
Harlequin Duck *(Histrionicus histrionicus)*	Yes	High	Yes	Yes
Bald Eagle Haliaeetus leucocephalus	Yes	High	No	Yes
Flammulated Owl *(Otus flammeolus)*	Yes	High	Yes	Yes
Black-backed woodpecker (*Picoides arcticus*)	Yes	High	Yes	Yes
Black Swift *(Cypseloides niger)*	Yes	High	Yes	Yes
Pygmy Nuthatch *(Sitta pygmaea)*	Yes	High	Yes	Yes
Townsend's big-eared Bat *(Corynorhinus townsendii)*	Yes	High	Yes	Yes
Fringed Myotis *(Myotis thysanodes)*	Yes	High	Yes	Yes
Fisher *(Martes pennanti)*	Yes	High	Yes	Yes
Wolverine *(Gulo gulo)*	Yes	High	Yes	Yes

3.D.8. CONSISTENCY WITH LAWS, REGULATIONS, AND POLICIES

A. Forest Plan Standards for Wildlife

Elk Standard (a): Coordinate with the Idaho Fish and Game Department to allocate the distribution of habitat potential.

Idaho Department of Fish and Game participated in the allocation of Elk Habitat Units and goals during the Forest Planning process, which is consistent with this standard. The following table shows where Elk Habitat Potential goals are currently being met and where they will be met for each alternative.

Table WL-24. Forest Plan Compliance for Elk Habitat Potential

Area of District	Existing Condition	No Action	Proposed Action
Fernan side	meets	would NOT meet	would meet
Wallace side	meets	would NOT meet	would meet

Elk Standard (b): Identify and delineate existing and potential winter range for each elk habitat unit and establish goals for forage production suitable to support desired population levels, including such tools as designation of permanent forage areas, scheduling of timber harvest, and habitat movement.

The Forest Plan delineated winter range Management Areas. This project does not affect forage production, the designation of forage areas, the scheduling of timber harvest, or habitat movement.

Elk Standard (c): Utilize the "Guidelines for Evaluating and Managing Summer Elk Habitat in Northern Idaho" (Wildlife Bulletin No. 11, 1984, Idaho Department of Fish and Game) for evaluation of effects of proposed activities on elk habitat (Appendix Y, Idaho Panhandle National Forests Forest Plan).

The analysis of potential effects on elk utilized this methodology.

Elk Standard (d): Include lands of all cooperators for habitat analysis where mixed ownership is within Elk Habitat Units.

Because the Forest Service has no jurisdiction over habitat management on private lands, Elk Habitat Units for this analysis only include national forest land.

Threatened and Endangered Wildlife Species Standard (a): Management of habitat and security needs for threatened and endangered species will be given priority in identified habitat. Results of research regarding habitat of threatened and endangered species will be incorporated into management direction as it becomes available.

Recovery plans, habitat conservation strategies and management plans for threatened and endangered species address the habitat and security needs for these species. These are included in the analysis of potential effects. Information from current and ongoing research is used in the analysis.

Threatened and Endangered Wildlife Species Standard (b): Biological evaluations will be done on any project likely to have an adverse effect on identified habitats of threatened or endangered animals.

The potential effects on threatened and endangered species were analyzed and are documented in this environmental assessment (Section 3.G.3). A Biological Assessment has been completed for all relevant Threatened and Endangered species.

Threatened and Endangered Wildlife Species Standard (c): Current direction for management of threatened and endangered species will be amended or revised to ensure conformance with Species Recovery Plans.

Current management direction for Threatened and Endangered species, including recovery plans and Conservation Assessments and Strategies have been incorporated into the analysis and the Biological Assessment.

Bald Eagle Standard (a): Nesting, feeding and roost areas will be protected in accordance with the Pacific States Bald Eagle Recovery Plan (Appendix W, Idaho Panhandle National Forests Forest Plan).

The analysis considered the potential effects on nesting, feeding and roost areas and determined that the alternatives are consistent with current management direction for bald eagles.

Bald Eagle Standard (b): Develop site specific bald eagle nest management plan for each located eagle nest on National Forest land as outlined in the Montana Bald Eagle Management Plan (Appendix II, Idaho Panhandle National Forests Forest Plan) and adopted for use on the Idaho Panhandle National Forests.

There are no known nest sites on National Forest System lands on the Coeur d'Alene River Ranger District that would require development of a site-specific bald eagle nest management plan.

Bald Eagle Standard (c): Cooperate in research and surveys involving bald eagles on the Forest.

District biologists participate in annual mid-winter surveys for bald eagles in cooperation with Idaho Department of Fish and Game and other resource agencies.

Gray Wolf Standard (a): In areas of reported occurrence, consider maintenance of a high number of prey species (deer, elk) and maintenance of security through road management.

The analysis of potential effects on the gray wolf considered maintenance of prey and security.

Gray Wolf Standard (b): Forward information on reported sightings to the Wolf Recovery Team.

All information regarding possible wolf sightings are forwarded immediately to the Idaho Department of Fish and Game which is now the agency responsible for wolf management on the Coeur d'Alene River Ranger District.

Gray Wolf Standard (c): Cooperate in research and data collection involving wolf and wolf habitat.

District biologists cooperate with all wolf management efforts when requested by Idaho Department of Fish and Game, and report all possible sightings to Idaho Department of Fish and Game.

Sensitive Species Standard (a): Manage the habitat of species listed in the Regional Sensitive species list to prevent further declines in populations, which could lead to Federal listing under the Endangered Species Act.

The analysis of potential effects addressed relevant species from the Region 1 Sensitive Species List. The analysis is consistent with Region 1 direction, and the determinations of effects are documented in the EA. No alternative would result in effects that could lead to Federal listing of any Sensitive Species. The biological evaluation determined this project would have the same effect on all sensitive species: "May Impact Individuals or Habitat, But Not Likely to Trend Toward Federal Listing or Loss of Viability."

Other Wildlife Species Standard (a): Maintain at least minimum viable populations of management indicator species distributed throughout the Forest (Forest Plan, Appendix L - indicator species selection process).

An analysis of potential effects has been completed for management indicator species (MIS). The analysis documents that the project would maintain habitat for MIS at or above current levels.

Other Wildlife Species Standard (b): Maintain habitat for cavity nesting species and foraging substrates by implementation of the IPNF Snag and Woody Down Timber Guidelines (Forest Plan, Appendix X).

The potential effects on snags and snag associated species were analyzed and documented in this environmental assessment. Designating roads for motorized use allows public access for firewood cutting, which reduces habitat for species which use snags and down wood. This is analyzed further in the sensitive species section of this document.

B. Endangered Species Act 1973 (ESA)

Section 7 of the ESA includes direction that Federal agencies, in consultation with the U. S. Fish and Wildlife Service, will not authorize, fund, or conduct actions that are likely to jeopardize the continued existence of any threatened or endangered species or result in the destruction or adverse modification of their critical habitat.

We will consult with the U. S. Fish and Wildlife Service prior to issuing a decision for this project. These determinations document that the proposed action alternative meets requirements of the ESA.

C. National Forest Management Act (NFMA)

The National Forest Management Act provides for balanced consideration of all resources. It requires the Forest Service to plan for diversity of plant and animal communities based on the suitability and capability of the specific land area and within multiple use objectives of a Land Management Plan.

The analysis documents the effects on threatened and endangered species, sensitive species, management indicator species, and other species of potential concern. The Proposed-Action Alternative provides for a diversity of relevant wildlife species and their habitat.

D. Migratory Bird Treaty Act

An Executive Order directs agencies to ensure that environmental analyses evaluate the effects of federal actions on migratory birds, with emphasis on species of concern.

The analysis documents the effects on migratory birds with an emphasis on species of concern. Migratory birds are included in the analysis for threatened and endangered species, sensitive species, management indicator species, forest land birds, and other species of potential concern.

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3.E. NOXIOUS WEED CONCERNS – DISCLOSURE OF EFFECTS

3.E.1. INTRODUCTION

The Noxious Weeds and Threatened, Endangered, and Sensitive Plants Specialist's Reports in the Project Files contain additional supporting information relating to these resources (USDA FS 2008; PF Doc. 25).

Noxious weeds are those plant species that have been officially designated as such by Federal, State, or County officials. In *Weeds of the West* (Whitson et al. 1992; PF Doc. NW-3), a weed is defined as "a plant that interferes with management objectives for a given area of land at a given point in time." The Federal Noxious Weed Act of 1974 defines a noxious weed as "a plant which is of foreign origin, is new to, or is not widely prevalent in the United States, and can directly or indirectly injure crops or other useful plants, livestock or the fish and wildlife resources of the United States or the public health" (P.L. 93-629; PF Doc. NW-4). The Idaho Noxious Weed Law defines a "noxious weed" as any exotic plant species established or that may be introduced in the State which may render land unsuitable for agriculture, forestry, livestock, wildlife, or other beneficial uses and is further designated as either a State-wide or County-wide noxious weed (Idaho Code 24 Chapter 22; PF Doc. NW-5). Both Federal and State laws define noxious weeds primarily in terms of interference with commodity uses of the land. However, the impacts of noxious weeds on non-commodity resources such as water quality, wildlife and natural diversity are of increasing concern.

The recent scientific assessment of the Interior Columbia Basin found that herbaceous and shrub wetland vegetation types in the Upper Columbia River Basin (including riparian habitats) have declined in area from historical conditions, in part due to invasion by certain noxious weed species (Quigley and Arbelbide 1997; PF Doc. NW-6). Wetland habitat in the analysis areas is also vulnerable to decline from encroaching weeds. Rangelands and dry forest types within the analysis areas and surrounding region were described in the above assessment as having low ecological integrity, again in part due to noxious weed invasions (Quigley, Haynes et al. 1996; PF Doc. NW-7).

The spread of noxious weeds can primarily be attributed to human-caused dispersal such as vehicle travel on roads (Roche and Roche 1991; PF Doc. NW-8), contaminated livestock feed, contaminated seed, and ineffective re-vegetation practices on disturbed lands (Callihan et al. 1999; PF Doc. NW-9). Vallentine (1988; PF Doc. NW-10) explains that some of the worst noxious plant problems are caused by weed species such as leafy spurge, Canada thistle, the knapweeds, and Dalmatian toadflax. The introduction of these and other noxious weeds has occurred throughout the Coeur d'Alene River Basin, especially in urban and agricultural areas, along major highways and travel routes, and areas within the forest that have experienced disturbance from intense motorized recreation, road construction, mining, and timber harvest (USDA Forest Service 1998, pages 39-40; PF Doc. NW-11). Non-native species can impact the native flora and reduce native biodiversity, especially in diverse habitats like riparian zones, sensitive communities like wetlands, or inherently rare communities like subalpine balds, fens and seeps.

Roads and trails serve as corridors for the dispersal of many noxious weed species. Noxious weed seeds and plant parts are moved along road systems by vehicles, people, wildlife and livestock, allowing the establishment of noxious weeds into previously uninfested areas. Roads provide a conduit for the dispersal of exotic species by way of three mechanisms: providing habitat for exotic species by altering natural conditions, making invasion more likely by stressing or removing native species, and allowing easier movement of wild or human vectors (Pocock, Z. and R.E. Lawrence; PF Doc. NW-21). According to Gelbard and Belnap, 2003 (PF Doc. NW-12) "improved roads and motorized trails can act as conduits for the invasion of adjacent ecosystems by converting natural habitats to those highly vulnerable to invasion." They also note that disturbed plant communities are some of the most easily invaded.

3.E.2. APPLICABLE LAWS, REGULATIONS AND POLICIES

Federal legislation, regulations, policy and direction that require development and coordination of programs for the control of noxious weeds, and evaluation of noxious weeds in the planning process include: The National Forest Management Act (1976), the National Environmental Policy Act (1969); Forest Service Manual (Chapter 2080, as amended, 1995 (FSM 2000; PF Doc. NW-22) ; Executive Order 13112 (February 1999), the 1987 Idaho Panhandle National Forests, Forest Plan (PF Doc. CR-002), and the Noxious Weeds Final Environmental Impact Statement, Idaho Panhandle National Forests, Coeur d'Alene River Ranger District (USDA 2000; NW-2).

Federal legislation, regulations, policy and direction that require protection of plant species and population viability, evaluation and planning process consideration of threatened, endangered and other rare (Forest Service "sensitive") plants species include: the Endangered Species Act (1973) as amended, the National Forest Management Act (1976), the National Environmental Policy Act (1969), Forest Service manual 2670.1-2673.4 (PF Doc. TES-1), Forest Plan, 1987 (PF Doc. TES-2, pp. II-1, 5, 6, and 27), and direction from the Regional Watershed, Wildlife, Fisheries and Rare Plants program and Washington Office.

3.E.3. METHODOLOGY USED IN THE ANALYSIS FOR NOXIOUS WEEDS

A. Resource Concerns and Indicators Relating to Noxious Weeds

There is a resource concern that motorized travel contributes to the introduction and spread of invasive weeds along designated routes. Once introduced on roads, invasive weeds may spread into adjacent susceptible plant communities, where they can out-compete native plants. The indicator used is acres of weed-susceptible forest types along designated motorized routes.

B. Methodology Used in Assessment of Existing Conditions for Noxious Weeds

The description of the existing situation is derived from the Coeur d'Alene River Ranger District 2001 Travel Plan with 2003 Amendments. The geographic scope of the analysis for noxious weeds is the Coeur d'Alene River Ranger District. The analysis of existing condition for noxious weeds looked at noxious weed species known to be present on the District, and the extent of infestation from documented inventories and anecdotal evidence. Inventories of noxious weeds on the Coeur d'Alene River Ranger District were begun in 1996, and efforts are ongoing.

For this analysis the Timber Stand Management Record System (TSMRS) and Geographic Information Systems (GIS) were used to display the acreage of forest cover types on FS lands susceptible to weed invasion within 50 feet of either side of a designated motorized route, including roads and trails. A 50 foot width was used in this analysis, because it is the area most likely to be colonized by noxious weeds spread by vehicular travel alone, without other disturbance types in a generally forested landscape. Research indicates that the greater the distance from the edge of a disturbed, motorized travel route, the fewer alien plant species are present in native plant communities (Tyser and Worley 1992; PF Doc. 22). This has been termed the "alien species richness gradient" and is consistent with models of species invasions where an invading species progressively spreads, or "diffuses", from its point of initial introduction, in this case the roadside area.

C. Methodology Used in Assessment of Environmental Consequences for Noxious Weeds

The analysis of environmental consequences for noxious weeds used TSMRS data and GIS to model the extent of forest types susceptible to weed invasion along designated motorized routes. The same 50 foot buffer width on either side of a designated motorized travel route was used in analysis of environmental consequences. The total acreage of each forest type (FS lands only) within the buffered area was compared for the No-Action Alternative and the Proposed-Action. Anecdotal evidence, knowledge of the biology of various weed species documented to exist on the District, and professional judgment of the potential effects of noxious weed infestation on plant communities were also used in the effects analysis. The cumulative effects analysis area for noxious weeds is the Coeur d'Alene River Ranger District.

D. Methodology Used in the Analysis for TES Plants

Resource Concerns and Indicators Relating to Threatened, Endangered, and Sensitive Plants

There is a resource concern that motorized travel may contribute to the introduction and spread of invasive weeds along designated routes. Noxious weed invasion is a threat to native plant communities, particularly Threatened, Endangered and Sensitive (TES) plants. The indicator used in the comparison of effects to TES plants is acres of rare plant guilds potentially affected by weed spread along designated motorized routes.

Methodology Used in Assessment of Existing Plant Conditions

The geographic scope of the analysis for sensitive plants is the Coeur d'Alene River Ranger District. A review was conducted of aerial photos, topographical maps, Idaho Department of Fish and Game Conservation Data Center (ICDC, 2007; PF Doc. TES-3) element occurrence records, Timber Stand Management Records System (TSMRS), U.S. Fish and Wildlife Service National Wetlands Inventory Maps (USDI, 1987; PF Doc. TES-4) and recent literature.

This assessment describes the extent of all rare plant guilds in the Resource Area. The potential for Threatened, Endangered, Sensitive, and Forest Species of Concern (FSOC) plant occurrence in the Resource Area was based on an assessment of potential habitat for the species that may occur on the Coeur d'Alene River Ranger District. The Coeur d'Alene Threatened and Sensitive plant species list is broken into eight general habitat guilds; moist forest, wet forest, dry forest, grassland, alpine/subalpine, deciduous riparian, aquatic, and peatland (Mousseaux, 1998; PF Doc. TES-5). TSMRS queries were used to identify potentially suitable Sensitive plant habitat by guild in the Resource Area (PF Doc. TES-6). Photo interpretation, USFWS Wetland Maps, and personal knowledge of similar habitats were used to refine data derived from TSMRS. Areas considered to be potentially suitable habitat for Sensitive plants were identified on a topographic map (PF Doc. TES-17).

E. Methodology Used in Assessment of Environmental Consequences to TES Plants

An area 50 feet wide bordering either side of designated motorized routes was used as the effects analysis area for TES plants. This is the area most likely to be affected by noxious weed introduction and spread from vehicular travel. The acreage of potentially affected TES plant guild habitat within this area was compared for each alternative. The analysis was conducted using TSMRS data, results of past sensitive plant surveys, current distribution, and condition of sensitive plant occurrences. The cumulative effects analysis area for TES plants is the Coeur d'Alene River Ranger District.

Effects to sensitive plant species or suitable habitat from proposed activities are generally described as very low, low, moderate or high, with the following definitions:

> ***very low*** *= no measurable effect on individuals, populations or habitat*
>
> ***low*** *= individuals, populations and/or habitat not likely affected*
>
> ***moderate*** *= individuals and/or habitat may be affected, but populations would not be affected, and habitat capability would not over the long term be reduced below a level which could support sensitive plant species*
>
> ***high*** *= populations may be affected and/or habitat capability may over the long term be reduced below a level which could support sensitive plant species*

3.E.4. EXISTING NOXIOUS WEED SITUATION

A. Noxious Weeds Situation

A limited program of noxious weed treatment was conducted on the Coeur d'Alene River Ranger District from 1989 to 2000. Until 1996, few weed surveys had been done on the District. In 1996, noxious weed surveys were conducted and 76 priority sites for weed treatment were identified. Over 1,800 acres of potential habitat for infestation were documented for these sites, with an estimated 822 acres of actual infestation (IPNF 2000; PF Doc. NW-2). The majority of infestations occur along motorized travel routes, including roads and trails, and also a few dispersed campsites and meadows. The major noxious weed species and weeds of concern present on the District include:

- meadow hawkweed (*Hieraceum pratense*)
- spotted knapweed (*Centaurea biebersteinii*)
- orange hawkweed (*Hieraceum aurantiacum*)
- dalmatian toadflax (*Linaria genistifolia* ssp*. dalmatica*)
- Canada thistle (*Cirsium arvense*)
- St. Johnswort (*Hypericum perforatum*)
- yellow toadflax (*Linaria vulgaris*)
- oxeye daisy (*Leucanthemum vulgare*)
- common tansy (*Tanacetum vulgare*)
- Viper's bugloss (*Echium vulgare*)
- tansy ragwort *(Senecio jacobaea)*
- rush skeletonweed (*Chondrilla juncea)*
- leafy spurge (*Euphorbia esula*)
- hound's-tongue (*Cynoglossum officinale*)
- purple loosestrife (*Lythrum salicaria*)

In 2000, the Noxious Weeds Final Environmental Impact Statement for the Coeur d'Alene River Ranger District was completed. A program of integrated pest management was implemented on the District to survey, treat, and monitor noxious weeds.

Vegetative communities within the Coeur d'Alene sub-basin vary from dry forests, often with grassland inclusions, to moist forest habitats and wetlands. A description of these communities and their susceptibility to weed invasions can be found in Project File Document NW-14. The suitability of a site to weed invasion depends on the weed species, climatic factors that are expressed in the cover vegetation type, and the type of activity, when applicable. Table 1 of PF Doc. NW-14 has been adapted from the scientific assessment of the Interior Columbia Basin, and displays susceptibility of the Travel Planning Area's major vegetative community types to invasion by several weed species of concern.

Under the existing condition, 27 percent of the weeds analysis area is in the invasion-susceptible Douglas-fir, and ponderosa pine types. These dry forest cover types, as shown in Table III-1 of document NW-14, are highly susceptible to weed invasion by such species as spotted knapweed, diffuse knapweed, bull thistle and Canada thistle. Other moist cover types, such as cottonwood/willow and herbaceous wetlands, are prone to infestation by species such as meadow and orange hawkweed.

Certain cover types have a high degree of vulnerability to invasion by several weed species (PF Doc. NW-14, "Broad scale cover types in the project area and their susceptibility to invasion by noxious - weed species," Table III-1). A "high" risk rating indicates that a particular weed can successfully establish and become dominant in a cover type in the absence of intense or frequent disturbance. Weed species considered *invaders* in some of the forest cover types found in the Travel Planning Area include spotted knapweed, diffuse knapweed, bull thistle, Canada thistle and sulfur cinquefoil.

Other weed species are considered *colonizers*, able to invade and establish in certain cover types after soil disturbance or canopy removal. Insect and root disease affected forest cover types within the Travel Planning Area fall into this "moderate susceptibility" category for many weed species of

concern, including oxeye daisy, Dalmatian toadflax, orange and meadow hawkweeds, leafy spurge and yellow star thistle.

Based on the information regarding susceptibility of broad scale cover types, Table EA-6 below represents the amount of existing habitat in the analysis area vulnerable to invasion by one or more weed species. Acres in Table EA-6 below are the forest cover types existing on National Forest System lands in the Travel Planning Area.

Table TES-1. Cover Types Susceptible to Weed Invasion adjacent to Motorized Travel Routes. *Acreage represents National Forest System lands in the Travel Planning Area.*

Forest Cover Type	Existing Condition Acres*	Percent of Analysis Area
Douglas-fir	4,576	25
Grand fir	6,941	38
White pine	557	3
Western larch	361	2
Ponderosa pine	299	2
Lodgepole pine	825	4
Western redcedar, western hemlock	2,644	14
Englemann spruce, Subalpine fir, mountain hemlock	1,250	7
Birch and green alder	254	1
All others	822	4
Total	**18,529**	**100**

**Acreage represents National Forest system lands in the Travel Planning Area derived from TSMRS using GIS.*

B. Rare Plants Situation

The Coeur d'Alene River Ranger District rare plant list consists of 28 Sensitive plants and 25 Forest Species of Concern (FSOC). A complete list of TES plants and FSOC is contained in the Project File (Mousseaux 1998; PF Doc. TES-5). Several Coeur d'Alene River Ranger District Sensitive plant species and FSOC have documented occurrences adjacent to motorized routes. The species listed below are documented to occur on road prisms or within 50 feet of roadsides:

- *Blechnum spicant* deerfern
- *Botrychium lanceolatum* triangle moonwort
- *Botrychium minganense* Mingan moonwort
- *Botrychium pedunculosum* stalked moonwort
- *Botrychium pinnatum* northern moonwort
- *Carex hendersonii* Henderson's sedge
- *Cardamine constancei* Constance's bittercress
- *Cypripedium fasciculatum* clustered lady's slipper
- *Mimulus clivicola* bank monkeyflower
- *Platanthera orbiculata* round-leaved rein orchid
- *Trientalis latifolia* Western starflower
- *Waldsteinia idahoenesis* Idaho barren strawberry

Anecdotal evidence suggests that certain species (i.e. Moonworts, western starflower, and bank monkeyflower) may benefit from low levels of disturbance and the variable light and moisture regimes along roads. However, these species and their habitats are also vulnerable to noxious weed invasion due to their proximity to motorized travel routes.

A complete description of Rare Plant Guilds and species of the Coeur d'Alene River Ranger District and a map of potentially suitable Sensitive plant habitat is contained in the Project File (PF Doc. TES-5 and TES-17).

3.E.5. PREDICTED CONSEQUENCES TO NOXIOUS WEEDS

The following table displays the acres of National Forest System lands susceptible to weed invasion adjacent to routes designated for motorized travel under the No-Action and Proposed-Action Alternatives, by forest cover type.

Table TES-2. Acres of National Forest System lands susceptible to weed invasion adjacent to motorized travel routes.

Forest Cover Type	No-Action Alternative (Acres)*	Percent Change from Existing	Proposed - Action Alternative (Acres)*	Percent Change From Existing
Douglas-fir	8,335	+82	4,492	-1
Grand fir	20,183	+190	6,611	-4
White pine	1,074	+92	512	-1
Western larch	573	+58	345	-1
Ponderosa pine	478	+59	293	-2
Lodgepole pine	915	+10	785	-4
Western redcedar, western hemlock	7,581	+186	2,575	-2
Englemann spruce, subalpine fir, mountain hemlock	2,105	+68	1,243	< -1
Birch and green alder	254	0	199	-21
All others	1,153	+40	788	-4

** Acres represent Forest Service lands in the Travel Planning Area as derived from TSMRS using GIS.*

A. Effects to Noxious Weeds Common to Both Alternatives

Threatened Plants: There would be no effect to the Threatened aquatic species water howellia (*Howellia aquatilis*) with any alternative. Designation of motorized travel routes would not impact potentially suitable water howellia habitat, as there are no known weed problems in aquatic habitats on the District. Proposed activities may effect, but would not likely adversely affect potentially suitable Spalding's catchfly (*Silene spaldingii*) habitat. Acres of potential habitat for this species, by alternative, are displayed in Table EA-9. The No-Action Alternative would impact approximately twice the potential habitat acreage of the Proposed-Action Alternative. A full discussion of effects to Threatened plants is contained in the Biological Evaluation in the Project Files (PF Doc. TES-39).

Endangered Plants: There are no federally listed Endangered plants listed for the IPNFs, therefore, there would be no effect to any Endangered plant species under either alternative.

Sensitive plants and Forest Species of Concern: There would be no effect to species or habitat of the peatland plant guild from implementation of any alternative, as this guild and associated species would not be affected by implementation of proposed activities. Peatland habitats are very limited on the Coeur d'Alene River Ranger District, and there would be no designated motorized travel routes close to peatland habitat under either alternative.

B. Effects to Noxious Weeds under the No-Action Alternative

Direct and Indirect Effects to Noxious Weeds

The effects of the No-Action Alternative are represented by the Fernan and Wallace Ranger Districts 1998 Travel Plans. There would be no direct effects to or change in conditions of noxious weeds from implementation of the No-Action Alternative. All motorized routes under this alternative are existing roads, and no new road or trail construction would be implemented with this alternative.

Indirectly, under the No-Action Alternative, there would be approximately two times the acreage along designated motorized routes at risk of possible noxious weed invasion and spread as compared to the Proposed-Action. The extent of the affected area is displayed in Table TES-2. Plant seeds and parts are moved by motorized vehicles along roadways, which act as conduits for noxious

weed infestation. Once established along motorized roads and trails, weeds can spread into adjacent, un-infested habitat and compete with native plant communities. The distance weeds may spread along motorized routes is difficult to predict, and studies on this subject have differing conclusions. Weed seeds may travel, at a minimum, a distance of 50 feet perpendicular to roads (Tyser and Worley 1992; PF Doc. NW-22). In some situations they may spread much further, depending on the species, air currents, travel speed along roads, and habitat suitability.

Because there would be no specific prohibition of cross-country motorized travel under the No-Action Alternative, user-created routes would likely continue to be forged into vulnerable moist and wet forest habitats and riparian areas. User-created motorized routes would run a high risk of causing environmental damage in terms of sedimentation and erosion, due to the lack of application of Forest Service road management policies and routine maintenance. Because approximately 58 percent of all listed Sensitive plant species and FSOC may occur in moist and wet forest habitats and riparian areas, there would be a high potential for direct impacts to rare plants from this unregulated activity. Such travel would not only have the potential to directly impact TES plants and FSOC and associated habitat, but also to indirectly introduce noxious weeds into susceptible habitats where they can out-compete native plants.

The extent of habitat guild acres indirectly affected by the No-Action Alternative is displayed in Table EA-9. Indirect effects to TES plant guilds and FSOC would result from the spread of noxious weed seed and plant parts by motor vehicles along designated routes. Routes that are designated for public travel would receive a greater amount of traffic than administrative use routes, and therefore would be subject to a far greater likelihood of weed spread. The distance that noxious weeds might spread along a travel route would depend on several variables, including the slope and aspect of the road, the suitability of roadside habitats to weed establishment, and the influence of wind on the site. Once established on a roadside, noxious weeds are able to invade suitable adjacent habitats and compete with native plants.

The No-Action Alternative would indirectly affect approximately two times the acreage in each rare plant guild as the Proposed-Action Alternative, except in the alpine/subalpine guild. The alpine/subalpine guild acres affected would be approximately equal under the alternatives. There would be no direct effects to TES plants and FSOC with implementation of the No-Action Alternative. Roads to be designated for motorized use are existing roads, and no new construction or other major ground disturbance would be implemented with this alternative.

Cumulative Effects to Noxious Weeds under the No-Action Alternative

The cumulative effects of the No-Action Alternative on noxious weeds, TES plants and FSOC are predicted to be low to moderate. Noxious weed infestations are present on all motorized travel routes that would be designated under this alternative. Most infestations became established before the District had a noxious weeds FEIS and annual program to control weeds. The Coeur d'Alene River Ranger District conducts an annual program of noxious weed inventory and control, but current funding does not provide for treatment of every road that is infested. Weed treatment and prevention projects are prioritized and conducted in accordance with the Coeur d'Alene River Ranger District Noxious Weeds Final EIS (USDA 2000; PF Doc. NW-2). About 1,000 acres, or a little over 400 miles of road, are treated annually under the District program. District weed control efforts are coordinated with the Inland Empire Cooperative Weed Management Area (IECWMA), consisting of Federal, State, County, and private entities. IECWMA efforts focus primarily on early detection and eradication of noxious weeds, GPS mapping, and education. Through sharing of current weed information and resources, the District has accomplished more effective treatments of existing weed infestations.

Standardized weed prevention practices for Region 1 of the Forest Service are relatively new (USDA FS 2001; PF Doc. NW-23). Prior to 2001, noxious weed prevention practices, or "features" were not necessarily required in all Forest Service projects. Ongoing and reasonably foreseeable future Forest Service projects and activities, discussed earlier in Chapter 3, would implement practices to minimize the risk of weed spread by application of features designed to reduce the spread of noxious weeds. Weed treatment and prevention practices recommended for use in Forest Service Region 1 (PF Doc. NW-23) would reduce, but not eliminate, the risk of weed spread. The Forest

Service does not have control over activities occurring on private lands; weed introduction and spread is likely occurring. The District is a member of the IECWMA cooperative group, and regularly contributes to efforts to educate the public. Forest Service employees are trained in weed identification and report infestations of priority weed species to facilitate early detection and rapid response efforts. The following weed prevention practices, or "features" are implemented as appropriate and necessary in all Forest Service projects:

- *To limit the introduction and spread of weeds, contract clause CT 6.351 is used which requires the cleaning of heavy equipment prior to entry into a project area, or when equipment is moved from an infested portion of the project area to another location in the project area that is essentially weed-free.*
- *To reduce noxious weed spread, timber sale contracts may include clause CT 6.26 to require herbicide pre-treatment of roads to be used in the sale.*
- *Per Forest Service Manual direction FSM 2081.2, certified noxious weed free grass seed mix will be sown wherever significant soil disturbance results from project activities.*
- *Any straw and/or hay used as mulch is required to be certified noxious weed free.*

The features listed above are accepted weed prevention practices developed by public land management agencies and university cooperative extension offices and promoted by weed management organizations across the nation (e.g. Sheley et al. 1996; PF Doc. NW-24, Gelbard and Belnap 2003; PF Doc. NW-12, USDA FS 2001; PF Doc. NW-23). For new weed invaders, the estimated effectiveness of the above measures is high; the measures are expected to be very effective at preventing establishment of new invaders. For widespread weed species that are established on existing roads, the measure are predicted to be moderately effective.

The cumulative effects analysis for TES plants and FSOC considered the effects of past, present and reasonably foreseeable future actions. There is little existing information regarding historical rare plant occurrence or habitats on the Coeur d'Alene River Ranger District. Prior to 1988 the IPNF did not conduct rare plant surveys, and occurrence reports to the Idaho Conservation Data Center were incidental (IPNF 2004; TES-40). Past activities on Federal lands prior to policies affording protection of rare plants, have affected populations and habitat of sensitive plant species. Current activities proposed on Federal lands are required by law and policy to address sensitive plant species. Populations, when found, are managed to protect the species occurrences and associated habitat. Activities on State and private lands are not required to protect TES plants and FSOC, therefore, loss of populations and modification of habitat is likely occurring.

C. Effects to Noxious Weeds under the Proposed-Action Alternative

Direct and Indirect Effects to Noxious Weeds under the Proposed-Action Alternative

There would be no direct effects to noxious weeds, from implementation of the Proposed-Action Alternative. All routes designated for motorized uses under this alternative are existing roads, and no new construction or ground disturbance would be implemented.

Compared to the No-Action Alternative, the Proposed-Action would substantially reduce the impacts of user-created routes, as motorized travel off of designated routes would be limited to 300 feet, except under the conditions specified in the EA, Chapter 2, "Access to Dispersed Sites". Locations listed in Chapter 2 identify sensitive or unique areas where motorized use or dispersed camping may lead to resource damage. The Proposed-Action Alternative, in contrast to No-Action, would allow for future identification of meadows or dispersed campsites where prohibitions are needed to limit motorized access and camping in order to protect natural resources.

The indirect effects of the Proposed-Action Alternative would consist of the spread of noxious weeds along designated motorized routes, particularly where weed infestations are already established. The extent of the affected area is displayed in Table EA-9. Plant seeds and parts are moved by motorized vehicles along roadways, which act as conduits for noxious weed infestation. Once established along roadways, weeds can spread into adjacent, un-infested habitat and compete with

native plant communities. The distance weeds may spread along motorized routes is difficult to predict, and studies on this subject have differing results. Weeds seeds may travel, at a minimum, a distance of fifty feet perpendicular to roads. In some situations they may spread much further, depending on the species, air currents, travel speed along roads, and habitat suitability.

The number of miles of road designated for motorized uses under the Proposed-Action Alternative would be approximately 67 % less than that of the No-Action Alternative. Correspondingly, the number of acres of TES and FSOC habitat subject to noxious weed invasion would be much less than in the No-Action Alternative as displayed in Table EA-9.

The direct effects to TES plants and FSOC with implementation of the Proposed-Action Alternative would be very low. The relative effects of the alternatives in terms of TES plant habitat potentially affected by noxious weeds within the buffered area adjacent to designated routes is displayed in Table 3-TES-4. Roads to be designated for motorized use are existing roads, and no new construction or other major ground disturbance would be implemented with the Proposed-Action Alternative. The number of road miles designated for motorized travel routes under the Proposed-Action would be considerably less than that of No-Action. Correspondingly, the number of acres of TES and FSOC habitat subject to noxious weed invasion would be much less than in the No-Action Alternative (refer to Table EA-9). A low level of direct impacts to TES plant occurrences and FSOC, and indirect effects due to weed introduction, may occur due to continued use of dispersed campsites within 300 feet of designated motorized routes, where such use is allowed. A certain level of unauthorized use outside of the 300 foot zone is expected because law enforcement cannot adequately control all violations which may occur.

Cumulative Effects to Noxious Weeds under the Proposed-Action Alternative

In terms of noxious weeds, the cumulative effects of the Proposed-Action Alternative would be very low. This alternative would have the lowest number of acres at high risk of weed infestation of the two alternatives. Routes that would be designated for motorized uses under the action alternative currently have varying levels of noxious weed infestation resulting from previous management activities on National Forest System and private lands. The Forest Service includes measures for noxious weed prevention and control in all contracts and activities, as listed under No-Action, above (USDA 2001; PF Doc. NW-23). The Coeur d'Alene River Ranger District conducts an annual program of noxious weed inventory and control, but current funding does not provide for treatment of every road or motorized trail that is infested. Weed treatment and prevention projects are prioritized and conducted in accordance with the Coeur d'Alene River Ranger District Noxious Weeds Final EIS (USDA 2000; PF Doc. NW-2). District weed control efforts are coordinated with the Inland Empire Cooperative Weed Management Area, consisting of Federal, State, County, Tribal, and private entities.

While existing infestations of certain weed species may continue to increase on Federal lands and adjacent private lands, proposed Forest Service activities under all action alternatives would minimize the risk of weed spread by application of weed prevention and control practices, as outlined above (PF Doc. NW-21). Weed treatment and prevention practices would reduce, but not eliminate, the risk of weed spread. Although the Forest Service works cooperatively through the IECWMA with private landowners, it does not have control over activities occurring on private lands; weed introduction and spread from private onto Forest Service lands is likely occurring.

The cumulative effects analysis for TES plants and FSOC considered the effects of past, present and reasonably foreseeable future actions listed in the EA (Chapter 2). There is little existing information regarding historical rare plant occurrence or habitats on the Coeur d'Alene River Ranger District. Prior to 1988 the IPNFs did not conduct rare plant surveys, and occurrence reports to the Idaho Conservation Data Center were incidental (IPNF 2004; PF Doc. TES-40). Past activities on Federal lands prior to policies affording protection of rare plants, have affected populations and habitat of sensitive plant species. Current activities proposed on Federal lands are required by law and policy to address sensitive plant species. Populations, when found, are managed to protect the species occurrence and associated habitat. Activities on State and private lands are not required to protect these species, therefore, loss of populations and modification of habitat is likely occurring.

Based on the above analysis, and with the provisions for rare plant surveys and protection of Sensitive plant populations with all Forest Service activities, the following table represents the determination of effects to sensitive plants for each alternative. A list of Sensitive species and a description of habitat guilds (PF Doc. TES-5) is included in the Project Files.

Table TES-3. Summary of determination of effects on Sensitive plant guilds and species for each alternative.

Species Guild	No-Action and Proposed-Action Alternatives
Moist Forest Guild	May Impact Individuals or Habitat with no trend to federal listing or loss of species or population viability
Dry Forest Guild	May Impact Individuals or Habitat with no trend to federal listing or loss of species or population viability
Wet Forest Guild	May Impact Individuals or Habitat with no trend to federal listing or loss of species or population viability
Subalpine Guild	May Impact Individuals or Habitat with no trend to federal listing or loss of species or population viability
Peatland Guild	No Impact
Deciduous Riparian Guild	May Impact Individuals or Habitat with no trend to federal listing or loss of species or population viability

Table TES-4. Summary Acres of Potentially Suitable Rare Plant Habitat Affected, by Alternative. *Acreage figures refer to National Forest System lands as derived from the Timber Stand Management Records System (TSMRS) data using GIS.*

Rare Plant Guild	No-Action	Proposed-Action
Moist Guild	7,480	3,297
Wet Guild	682	243
Dry Guild	2,530	1,294
Grassland	4,618	2,202
Subalpine	394	350
Peatland	0	0
Aquatic	0	0
Total Guild Acres	**15,704**	**7,386**

3.E.6. CONSISTENCY WITH LAWS, REGULATIONS AND POLICIES REGARDING NOXIOUS WEEDS

Forest Plan (IPNF 1987; PF Doc. CR-002) objectives for noxious weeds are listed below. The Proposed-Action Alternative would meet the intent of the Forest Plan for noxious weeds management based on implementation of provisions for minimizing weed spread (Appendix D),. The No-Action Alternative would also meet the intent of the Forest Plan.

Noxious weed control will be based on an integrated pest management approach, which includes, but is not limited to, the current practices of inventory, monitoring, some hand-pulling, and some biological control. (Forest Plan, p. II-7 and II-8; PF Doc. CR-002).

Weed control on the Coeur d'Alene River Ranger District is conducted in accordance with guidelines established in the Noxious Weeds Final Environmental Impact Statement, 2000 (PF Doc. NW-2). The guidelines provide for a strategy of integrated weed control, including inventory, monitoring, and manual, chemical, biological, and cultural treatment methods. An "adaptive" strategy is outlined that allows for consideration of new treatment methods, if they become available, and treatment of new infestations that may be discovered. The FEIS identified a total of 76 infested sites across the District that are planned for weed treatment. Each site was analyzed for weed species present, infestation level, and the most effective method of treatment (PF Doc.NW-2). The extent of weed treatment is dependent of the availability of funding.

Noxious weed control will be conducted in cooperation with counties, other agencies, and private landowners. (Forest Plan, p. II-7 and II-8; PF Doc. CR-002).

The Coeur d'Alene River Ranger District is an active member of the Inland Empire Cooperative Weed Management Area, a group of County, Federal, State, and other agencies and private citizens that work together on noxious weed control efforts in northern Idaho. District weed project managers coordinate and share information about planned weed treatments with the group on a regular basis. In accordance with the FEIS, the public is notified when weed treatments are planned to occur on Forest Service lands and on lands adjacent to private land.

Many noxious weed species, including knapweed, St. Johns wort and common tansy, are widespread and control would require a major cooperative effort with counties and private landowners. Major programs to eradicate such species are not possible within expected budget levels. Priority will be given to small infestations of species new to an area, where moderate control actions have a good chance of preventing the establishment of new problems. (Forest Plan, p. II-7; PF Doc. CR-002).

The Noxious Weeds FEIS, 2000 (PF Doc. NW-2) listed elimination of new invaders (weed species not previously reported in the area) before they become established in the Purpose and Need for Action (FEIS, 2000 PF Doc. 2, p. 1). Surveys conducted for the FEIS, and subsequent to it, identify sites of new invading species and make them a priority for treatment. New invaders that are found in the Travel Planning Area would be treated, given the availability of funding.

A Forest Plan management goal is to "provide for a diversity of plant and animal communities" (Forest Plan II-1, PF Doc. TES-34).

A Forest Plan management goal is to "manage habitat to maintain populations of identified sensitive species of animals and plants" (Forest Plan, II-1, PF Doc. TES-34).

A Forest Plan standard for sensitive species is to "manage the habitat of species listed in the Regional Sensitive Species List to prevent further declines in populations which could lead to Federal listing under the Endangered Species Act" (Forest Plan, II-28, PF Doc. TES-34).

The Forest Service analyzed the distribution of habitat for rare plants, including Region 1 Forest Service Sensitive plants, Forest Species of Concern, and Threatened plants. The Idaho Conservation Data Center was consulted for information on rare plant occurrence in the State. Alternative design considered the documented occurrence of rare plant species in the Travel Planning Area, and the potential effects of proposed activities. Implementation would include practices designed to protect rare plants that may be discovered in the Travel Planning Area.

The Forest Plan also identifies the research need to "Determine the status and distribution of Threatened, Endangered and Rare (sensitive) plants on the IPNF." (Forest Plan, II-18, PF Doc. TES-34).

Two species of Threatened plants are listed by the USFWS for the Coeur d'Alene River Ranger District (USDI 2003; PF Doc. TES-11). Although there is potentially suitable habitat, no Threatened species have been discovered on the IPNF. There are no Endangered plant species currently listed for the IPNF or Coeur d'Alene River Ranger District. All projects on the Coeur d'Alene River Ranger District are analyzed for effects to Threatened plant species. Potentially suitable habitat is surveyed prior to project implementation. Projects that may have effects to Threatened plants are consulted on with the U.S. Fish and Wildlife Service according to Section 7 Guidelines under the Endangered Species Act, 1999.

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3.F. AQUATIC CONCERNS – DISCLOSURE OF EFFECTS

3.F.1. INTRODUCTION

The presence of roads and trails on the landscape can adversely affect watershed integrity, particularly due to sediment level effects on water quality and aquatic habitat and biota. The alternatives are analyzed looking at the effects from the designation of roads and trails for public use during the non-winter period. The sediment analysis focuses just on the public motorized use of these designated roads and trails, not the existence of all roads and trails across the landscape. Watershed conditions, stream channel form, and stream channel function are evaluated by the effect that road and trail use can have upon them and the indirect effect on aquatic biota. The water quality and fisheries effects are both disclosed for each alternative in this report.

3.F.2. APPLICABLE LAWS, REGULATIONS AND POLICIES

The regulatory framework governing management and analysis of watershed/ fisheries is based on:

- *Forest Plan – Idaho Panhandle National Forest (IPNF)*
- *National Forest Management Act (NFMA)*
- *Endangered Species Act (ESA)*
- *Clean Water Act (CWA) and amendments.*
- *Idaho Department of Environmental Quality (IDEQ) implementation of the Clean Water Act*
- *Rules Pertaining to the Idaho Forest Practices Act (Title 38, Chapter 13, Idaho Code, 2000)*
- *Presidential Executive Order 12962 (Recreational Fishing)*
- *U.S. Fish and Wildlife Final Rule – Designation of Critical Habitat for the Bull Trout (CFR 50 Part 17)*
- *State of Idaho Governor's Bull Trout Plan*

The National Forest Management Act (NFMA 1976) requires that the Forest Service provide for diversity of plant and animal communities in the Plan area (16 USC §1604 NFMA §6 (g)(2) (B)). Regulations further state that the effects on these species and the reason for their choice as management indicator species (MIS) become documented (IPNF Forest Plan, 1987; PF CR-001). The Inland Native Fish Strategy (INFS; USDA 1995; PF CR-003) amended some Forest Plan direction regarding stream and fish habitat protection measures (see Aquatics Section 3.C.6 – Standards 1 and 2).

Section 7 of the 1973 Endangered Species Act (ESA) includes direction that Federal agencies, in consultation with the U.S. Fish and Wildlife Service, will not authorize, fund, or conduct actions that are likely to jeopardize the continued existence of any threatened or endangered species or result in the destruction or adverse modification of their critical habitat. Currently, individual bull trout have been documented within some portions of the North Fork Coeur d'Alene (Lider, personal observation, 1985), but no populations have been reported to persist in the Coeur d'Alene River system. However, portions of the North Fork (N.F.) Coeur d'Alene River and some tributaries are designated as critical habitat by the U.S. Fish & Wildlife Service (Federal Register, October 6, 2004, 50 CFR Part 17; http://www.fws.gov; PF Doc. AQ-R01).

Under authority of the Clean Water Act the Idaho Department of Environmental Quality developed working principles and policies that were used to compile the *2002 Integrated Report* (DEQ 2002; PF Doc AQ-R02). The report includes requirements of the Clean Water Act (CWA) Section 305(b) and Section 303(d) lists. Each state is required, by the CWA, to furnish this report and list to the U.S. Environmental Protection Agency (EPA) every two years. Stream segments of concern are identified under the anti-degradation policy of the State's water quality standards as meeting or exceeding standards. For example, in the N.F. Coeur d'Alene River, there are several streams listed on the 2002-03, 303(d) list for water quality impairment (Table AQ-1; DEQ 2002; PF Doc. AQ-R02).

There is a Total Maximum Daily Load (TMDL, Table AQ-1) for sediment in the N.F. Coeur d'Alene River Subbasin that was approved in November 2001 (PF Doc. AQ-R03), and the completion of the implementation plan is pending. Under this status, there should be no net increase in the pollutant of concern with management actions and an overall trend in pollution reduction over time. The TMDL for the N.F. Coeur d'Alene River would include the main stem river and any tributary that influences water quality to the main river (e.g. Prichard Creek, Eagle Creek, Brown Creek, etc). The Forest Service is working with DEQ and EPA to develop an implementation plan for its portion of the TMDL in the N.F. Coeur d'Alene River in cooperation with other Federal, State and local Governments, and interested local parties. In the interim, any activities we undertake or permit on National Forest System lands will be designed to reduce pollutants of concern, where feasible. The timeframe for completion of the implementation plan has not yet been determined.

The Forest Service has agreements with the State of Idaho to implement Best Management Practices (BMPs) or Soil and Water Conservation Practices for all management activities. Proposed activities will be in compliance with the guidelines in the Soil and Water Conservation Handbook (Forest Service Manual 2509.22), which outlines applicable BMPs (Aquatics Appendix A). These practices and guidelines are designed to meet the intent of the water quality protection elements of the Idaho Forest Practices Act.

Executive Order 12962 (June 7, 1995) states objectives "to improve the quantity, function, sustainable productivity, and distribution of U.S. aquatic resources for increased recreational fishing opportunities by: (h) evaluating the effects of Federally funded, permitted, or authorized actions on aquatic systems and recreational fisheries and document those effects relative to the purpose of this order."

The mission of the Governor's Bull Trout Plan is to "…maintain and or restore complex interacting groups of bull trout populations throughout their native range in Idaho" (State of Idaho 1996; PF Doc. AQ-R04). The Governor's Bull trout plan incorporates the entire Coeur d'Alene River drainage and its tributaries, which in this project would include the N.F. Coeur d'Alene River and its tributaries.

Designated Beneficial Uses in the Travel Plan Assessment

The status of Beneficial Uses comes from Idaho Department of Health and Welfare, 1992 (PF Doc. AQ-R03). Beneficial uses of streams within the project area include:

- *Cold water communities*
- *salmonid spawning and rearing habitat*
- *primary contact recreation*
- *secondary contact recreation*
- *domestic water supply*

Impaired Waters

On the Coeur d'Alene River Ranger District there are several bodies of water within the Travel Plan Assessment Area that are water quality impaired (DEQ 2002; PF Doc. AQ-R03). These water bodies are delineated by watershed size and classified as either 5th- or 6th Hydrologic Unit Code (HUC) basins, where there are seventeen 5th HUC and thirty-five 6th-HUC watersheds, respectively (Figure AQ-1). Of these, only Latour Creek basin (5th-HUC) has no USDA Forest Service managed lands within it boundaries.

In some 5th- and 6th-HUC watersheds, sediment was listed for that specific waterbody under the 303(d) listing (Table AQ-1). Some watersheds are under an approved Total Maximum Daily Load (TMDL) for pollutant(s) of concern (DEQ 2002; PF Doc. AQ-R03). The TMDL identifies the pollutant of concern and identifies the reason or nature of the source of that listed pollutant (PF. Doc. AQ-R02 and R03; Table AQ-1).

3.F.3. METHODOLOGY USED FOR ASSESSMENT OF AQUATIC RESOURCES

Aquatic resource concerns include:

- *Sediment yield (tons per year) from the use of roads and trails designated for public motorized use under the No Action and Proposed Action in the analysis area by the 5th- and 6th-HUC watershed scale. Where the direct, indirect, and cumulative effects, based on this use are disclosed. The miles of designated routes near streams will vary with each alternative and a quantitative prediction of sediment from motorized activity can be compared through WEPP (Water Erosion Prediction Project) model results.*
- *The effects of the use of roads and trails designated for public motorized use between the No Action and Proposed Action, based on sediment yield (tons per year) in the analysis area are compared at the 5th- and 6th-HUC watershed scale on fish habitat and populations, where the direct, indirect, and cumulative effects are disclosed;*
- *The effects of the use of roads and trails designated for public motorized use between the No Action and Proposed Action based on sediment yield and miles of designated motorized roads and trails within riparian zones. Where the direct, indirect and cumulative effects are disclosed;*

Geographic Scale of the Analyses

The analysis area was subdivided into two hierarchal units; these were at the 5th– and 6th-watershed HUC level, to address cumulative watershed effects. This scale is consistent with the analysis in the Coeur d'Alene River Geographic Assessment (PF Doc. CR-025).

Water quality in the project analysis area at the 5th- and 6th-HUC watersheds are qualitatively addressed in this EA based on changes in contribution of pollutants. The Geographic Assessment recommends one integrated strategy that will help respond to issues and process of the terrestrial, aquatic and recreation components of the ecosystem (Geographic Assessment, page 59; PF Doc. CR-025). This strategy identified different implementation strategies for different areas, so native aquatic resources can be conserved and protected.

The watersheds that encompass the Travel Plan Assessment Area fall into one of three condition classes (Table AQ-1; specifically at the 6th-HUC watershed), as defined in the Geographic Assessment (USDA Forest Service, 1998, pages 59-61; PF Doc. CR-025):

- *Properly functioning (PFC; 4 of 35 6th-HUC watersheds): Within the scope of this assessment, a properly functioning watershed system is one that is exhibiting dynamic equilibrium characteristics and whose streams are operating and responding appropriately under their current environment. These systems can absorb and respond to disturbances that they have evolved under within their historic range. Typically, parts of these systems, or the system as a whole, can move toward a more stable condition over time following a disturbance (or a series of disturbances) within a certain time period. As a system, these watersheds will not benefit from large-scale watershed restoration actions (although local, site-specific improvements may be productive.)*
- *Functioning at Risk (FAR; 8 of 35 6th-HUC watersheds): A watershed system that is functioning-at-risk is one that is essentially still properly functioning. However, it may be exhibiting trends or it may contain known risks that are likely to compromise that status and the ability to fully support beneficial uses in the future. This status may be assigned where the apparent watershed status is uncertain because the complexity of the system and disturbances. These systems are the first priority for large-scale watershed system restoration and improvement programs. Such programs will often produce effective and timely responses in the near future.*
- *Not properly functioning (NPF; 23 of 35 6th-HUC watersheds): Watershed systems that are not properly functioning often exhibit rapid adverse trends and may not fully support beneficial uses. These systems may appear to be responding to their own last*

adjustment, rather than toward stabilizing the last disturbance. They are "out-of-balance" with their environment and may not be in dynamic equilibrium, in periods of at least several decades. These systems are in need of large-scale restoration. These watersheds are usually second priority due to limited availability of resources, uncertain technology, and the long time period expected for positive responses.

Literature and Office Review

The assessment of existing conditions is crucial to an environmental analysis because it describes the current condition of the 5th- and 6th-HUC watersheds within the Travel Plan Assessment Area and provides a basis for comparing the effects of the management alternatives. Information for the watershed and fisheries analysis was compiled using data from the field observations and measurements, Forest Plan monitoring reports, district files, historical records, aerial photographs, and published scientific literature. Discussions and annual report data were utilized from the Idaho Department of Fish and Game (IDFG), which provided snorkeling, electrofishing and fish stocking data and comprehensive knowledge of the fisheries resources in the Coeur d'Alene River Watershed. Data was obtained from the Idaho Department of Environmental Quality (DEQ) beneficial use reconnaissance program (BURP).

Sediment Yield

The principle concept developed for sediment yield (tons per year) is that the use of roads and trails designated for public motorized use, would create sediment and potentially deliver it to watersheds in the analysis area. The miles of riparian roads and trails designated for motorized use were compared and sediment yields predicted using the WEPP model (Specialist's Report on Aquatics, Aquatics Appendix G).

All roads are either built with a "ditched" or "outsloped" design. Ditched roads generally generate more sediment that moves away from the road prism and into a potential receiving stream than outsloped. Roads with maintenance level 3, 4, or 5 usually all have ditched roads because they are wider and are often located very near a stream or within a floodplain. For this analysis, estimates of the percent of ditched roads vs. outsloped roads was based on visual estimates looking at GIS maps used in identifying "riparian roads" - those within 300 feet of streams. Estimates were also made using personal knowledge of the routes within each subwatershed.

Ditched roads have culverts that concentrate water and sediment which then have enough energy to be transported to a receiving stream, if they are nearby. Outsloped roads shed water and sediment towards the fill slope along its entire length, energy is dissipated and sediment filters onto the forest floor through duff and/or vegetation. Outsloped roads usually do not have enough energy to move sediment very far.

This comparison effort resulted in modeled sediment yield results. In review of existing conditions using the miles of riparian miles, there was little difference between the existing condition and the Proposed Action in terms of the miles of riparian roads and trails designated for motorized uses (Table AQ-3). Consequently the sediment yield values were not calculated for the existing conditions and instead implied as the same as the Proposed Action. There were some changes to designation outside of these miles of riparian roads and trails designated to motorized use, where they existed away from stream networks.

Use of the WEPP Model to Estimate Sediment Yield

The District was subdivided into manageable "subwatershed" units based on Hydrologic Unit Codes or HUCs (Figure AQ-1). The subwatersheds are consistent with those used by State of Idaho, U.S. Geological Survey and other federal agencies. These 5th- or 6th-HUC subdivisions are derived from the Geographic Information System (GIS) as discussed below.

Sediment yield is predicted in terms of tons of sediment per year, from traffic on the roads and trails. Motorized vehicles potentially can cause rutting, channeling of water, surface erosion and sediment movement. If these routes are near streams then delivery of sediment to streams could occur. The Water Erosion Prediction Project (WEPP; Elliot et al. 1999; PF Doc. AQ-R05) was used to estimate the

amount of annual sediment that is produced from traffic on designated routes, and potentially delivered to a nearby stream. The WEPP model has been developed, described for practical use, and implemented through various scientific reviews to predict sediment from road surfaces (Elliot and Hall, 1997; PF Doc. AQ-R06; and Dun et al 2006, PF Doc. AQ-R07). GIS was used to query all designated motorized routes within three hundred feet, each side of all streams. These routes designated for motorized use are termed "riparian roads". Where, the assumption is that all motorized roads or trails within 300 feet of a stream, or stream crossing would deliver sediment to stream's edge. This is probably an overestimate of the quantity of sediment that actually moves into the stream, due to filtering in some of the larger valley bottoms with flat densely vegetated floodplains. Traffic can create rutting and road and trail surface degradation which then causes sediment to be routed into a nearby stream.

Road designs were taken into consideration with WEPP modeling. Roads with ditches route more sediment further from the road than out-sloped roads, therefore more sediment is typically predicted entering streams from in-sloped (ditched) roads. Mileage of each road design was estimated from personal knowledge of the district, and from the assumption that roads built close to stream bottoms have lower grades and have in-sloped ditches to handle water drainage. All other roads located at mid and upper slopes with tributary crossings are assumed to have an outsloped design. All motorized trails despite location are assumed to have outsloped designs.

Illegal cross country use from motorized vehicles is a common occurrence. The travel plan currently in place (the 2001 plan with 2003 amendments) does not allow cross country travel. This illegal activity still occurs on a regular basis. Riparian areas are easily damaged from illegal motorized use and are the areas where erosion and sediment continue to be a chronic problem. The N.F. Coeur d'Alene River corridor and the Little N.F. Coeur d'Alene River contain the most extensive damage from motorized use near streams. Recent restoration and closures in the Hayden Creek area have greatly reduced the impacts that have been a problem in the past.

Field Review

A selection of streams and watershed conditions within the Travel Plan Assessment Area were reviewed during the past several years (1998-2006). This information was gathered in the form of road and stream surveys in watersheds where planned activities were programmed to occur, whether those activities were fire/fuels reduction projects, timber harvest, aquatic road decommissioning projects, recreation projects, etc. The level of detail of road and stream data collected and used was relatively constant over this time in methodology protocols, with the exception of new technology allowing for more precise data to be collected. Data collected earlier (pre-1998) was used to draw comparisons between the No-Action and Proposed-Action Alternatives to establish baseline inference of road decommissioning and habitat restoration work. Public proposals that were reviewed and advanced through the 1st level of screening (see Chapter 2) were field reviewed if thought to impact hydrologic and/or aquatic biota. These field assessments were then utilized to aid in decision making at the second screening level, if the proposal would meet the Purpose and Need and Proposed Action of the Travel Plan EA, consequently allowing the proposal to proceed into the Proposed-Action Alternative.

GIS Technology

Geographical Information System (GIS) technology was used to combine existing databases, proposed activities and data taken to create maps and summary tables for the No Action (1998), Existing Conditions (2001 Travel Plan and 2003 Amendments) and the Proposed Action (2007). The total miles of designated motorized roads and trails within a stream corridor of a watershed were determined by applying a 300-foot buffer on both sides of streams (INFS, 1995), were determined using the existing GIS stream layer (see Aquatics Project Files – Description of Aquatics GIS Analysis; PF Doc. AQ-02). The miles of roads and trails designated for public motorized use, that occurred within this buffer were the miles specifically utilized for the WEPP modeling process to determine sediment yield (tons per year; see Aquatics Specialist's Report, Appendix G).

Table AQ-1. Summary of 5th-HUC watersheds managed by the Coeur D'Alene River Ranger District to assess sediment effects by alternative. The key parameters were utilized from the Idaho Panhandle National Forests-Watershed Condition Spreadsheet (Patten 2004 – draft; PF Doc AQ-01).

HUC	Descriptive Name	Drainage Area (miles²)	Percent Non-Forest Service	All[1] Roads density (mi/mi²)	Riparian Road Density (mi/mi²)	Riparian Component (%)	Sensitive Snow Zone (%)	Sensitive Land Types (%)	Watershed Condition FINAL	TMDL approved and 303(d)[2] listed= Siltation or Sediment listed ONLY
1701030101	NF Coeur d'Alene River abv Tepee Cr	102	0%	2.3	2.0	16%	72%	25%	PFC	Siltation – TMDL approved
1701030102	Tepee Cr	144	0%	3.7	2.9	16%	89%	29%		
1701030103	Middle NF Coeur d'Alene River abv Prichard Cr	124	0%	6.1	4.7	15%	69%	23%		Siltation – TMDL approved; Sediment
1701030104	Shoshone Cr	69	0%	7.6	6.2	14%	59%	13%		Siltation – TMDL approved
1701030105	Prichard Cr	98	1%	4.2	5.2	13%	52%	32%		Siltation – TMDL Approved
1701030106	Lower NF Coeur d'Alene River blw Prichard Cr	189	2%	6.7	6.0	16%	64%	21%		Siltation – TMDL approved; Sediment
1701030107	Little NF Coeur d'Alene River	170	0%	9.5	7.1	15%	76%	23%		Siltation – TMDL approved
1701030201	SF Coeur d'Alene River abv Placer Cr	100	43%	5.7	8.6	13%	44%	29%		Sediment
1701030202	SF Coeur d'Alene River blw Placer Cr	89	48%	6.0	8.4	15%	53%	19%		Sediment
1701030203	Big Cr	30	11%	3.3	4.1	14%	47%	33%	FAR	
1701030204	Pine Cr	79	94%	3.4	4.4	13%	58%	0%	NPF	Sediment
1701030301	Coeur d'Alene River abv Rose Cr	85	85%	5.3	6.3	18%	31%	9%		Sediment

Table AQ-1, continued. Summary of 5th-HUC watersheds managed by the Coeur D'Alene River Ranger District to assess sediment effects by alternative, continued. The key parameters were utilized from the Idaho Panhandle National Forests-Watershed Condition Spreadsheet (Patten 2004 – draft; PF Doc AQ-01).

HUC	Descriptive Name	Drainage Area (miles²)	Percent Non-Forest Service	All[1] Roads density (mi/mi²)	Riparian Road Density (mi/mi²)	Riparian Component (%)	Sensitive Snow Zone (%)	Sensitive Land Types (%)	Watershed Condition FINAL	TMDL approved and 303(d)[2] listed= Siltation or Sediment listed ONLY
1701030302	Latour Cr	52	99%	4.4	3.8	11%	52%		NPF	Siltation – TMDL approved ; Sediment
1701030303	Lower Coeur d'Alene River	134	77%	4.5	6.1	17%	29%	3%		Sediment
1701030304	Coeur d'Alene Lake basin	248	94%	0.9	1.7	14%	17%	0%	FAR	
1701030305	Wolf Lodge Arm	126	30%	4.9	6.4	14%	46%	9%	FAR	Siltation – TMDL approved = Cedar Creek
1701030501	Hayden Lake	65	10%	5.4	7.6	14%	45%	9%		

[1]Density was calculated for all roads within the listed watersheds, this includes federal, state, and private. [2]Only streams listed for sediment are demonstrated here and in some cases streams at a more refined hydrologic unit code (e.g. 7th-HUC) scale are listed as well; it is recognized that streams are 303(d) listed for other reasons not analyzed within this report.

3.F.4. AFFECTED ENVIRONMENT

Watersheds

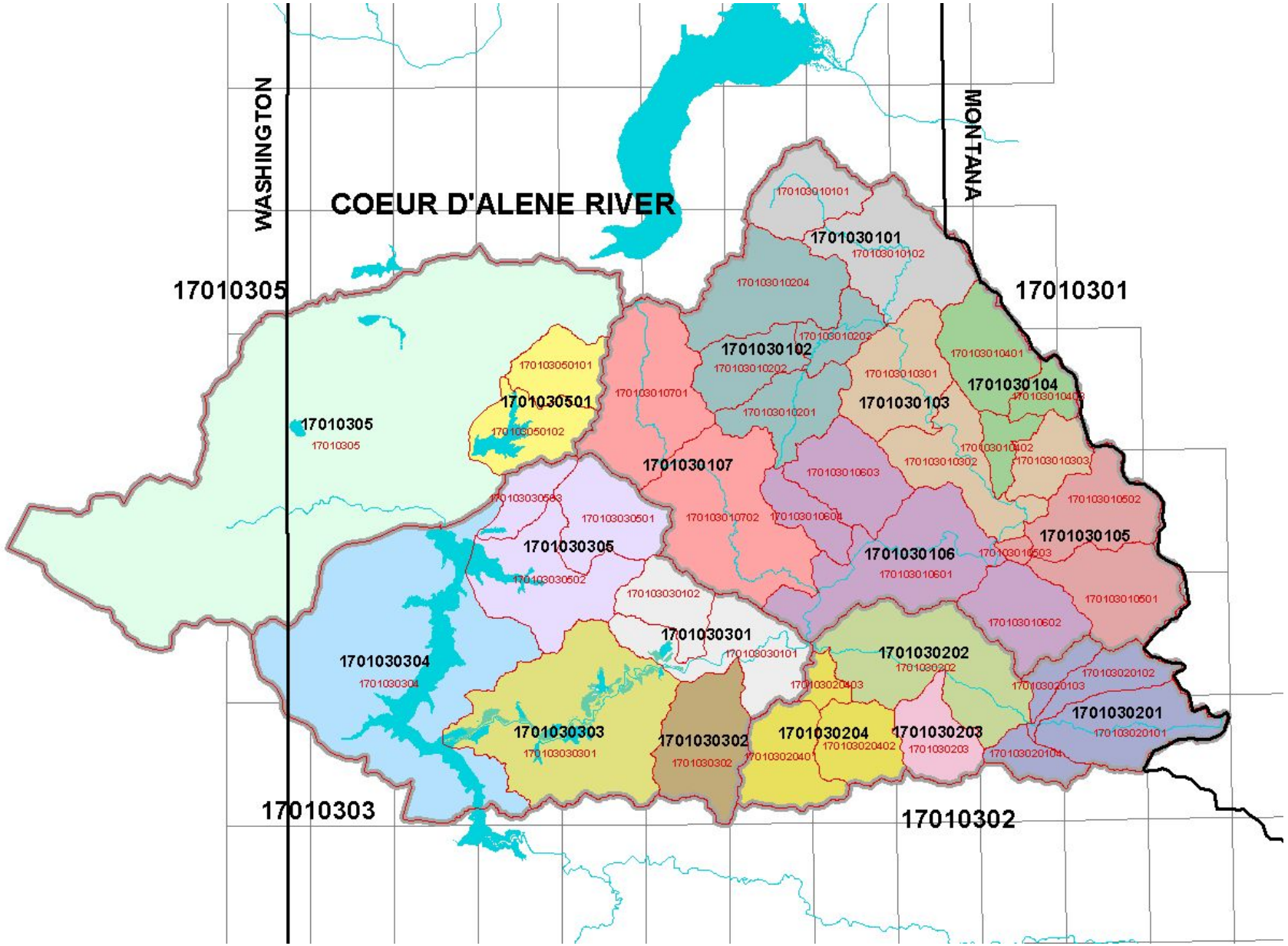
With approximately 732,000 acres of public lands to manage for on the Coeur d'Alene River RD, this area consists of seventeen 5th-HUC (hydrological unit coded) watersheds and at hierarchical step-down consist of forty-two, 6th-HUC watersheds (35 with National Forest System lands). The entire drainage area of these 5th-HUC watersheds is approximately 1,218,555 acres, of which 60% is managed for the public by the USDA Forest Service and the remaining 40% by other federal, state and private entities. Within the broader scope of these 5th-HUC watersheds, the percent of non-Forest Service managed lands in these drainage areas is varied, where five that are >75%, three that are 25-75%, and nine that are <25% managed by non-forest service entities, respectively.

Road density (***all miles*** (including private or other agency) of road in the watershed per square mile of land area or mi/mi^2) by 5th-HUC watershed ranges from 0.9 mi/mi^2 in the Coeur d'Alene Lake Basin to 9.5 mi/mi^2 in the Little N.F. Coeur d'Alene River. The percent of riparian component (the proportion of land in the watershed that is proximal to stream, lakes, or other water bodies in the watershed, also called "riparian" ranges from 11-23% across all 6th-HUC watersheds (Patten 2004 – Metadata; PF Doc. AQ-01). Within these 6th-HUC watersheds the riparian road density (miles of road per mile^2 of riparian area) ranges from 0.9 mi/mi^2 in the Independence Creek watershed to 11.5 mi/mi^2 in the Canyon Creek watershed (84% are not managed or influenced by the Forest Service).

Road Decommissioning and Culvert Removal

The riparian road density values discussed above may not reflect all road decommissioning efforts on Forest Service managed lands. Information has been collected to effectively monitor the number of miles of road decommissioned, number of culvert crossings removed, and the miles of road that had multiple culvert upgrades for the last 22 years (1985 - 2007). In this time, approximately 1,084 miles of roads have been decommissioned with approximately 1,740-culverts removed and crossing locations recontoured to natural slope conditions. To review a portion of this information, 1998-2003 for the existing conditions, there have been approximately 381 miles or road decommissioned and 710 culvert crossings removed in the analysis area (Table AQ-2). Also, within the analysis area there have been approximately 63.3 miles of road treated under the existing conditions time-frame, where culverts were removed and upgraded with pipes that met both hydrological (100-year flood event) and biological (fish passage) concerns.

Figure AQ-1. Map depicting the analysis area watersheds managed for on the Coeur d'Alene River Ranger District at the 5th-HUC scale. *The smaller HUC #'s represent 6th-HUC watershed scales classified within the hierarchy.*



There are several examples of watershed restoration that have been accomplished on the Coeur d'Alene River RD. One example is the Yellowdog and Downey Creek restoration projects funded by timber sale receipts (KV). In this project area, 51.3 miles of road decommissioning was accomplished, where 64 culvert crossings were removed and crossing sites recontoured to natural slope condition. Another project was in the Brett Creek watershed where 19 miles of headwater and mid-elevation roads were decommissioned, and 42 culvert crossings were removed and crossing sites recontoured back to natural slope condition. The last example is the Cougar Gulch watershed restoration project where 222 miles of road were decommissioned, and 159 culverts were removed and crossing sites recontoured back to natural slope condition.

Table AQ-2. Existing conditions for the miles of road decommissioned and number of culvert crossings removed in the analysis area by watershed. *Total values for the period 1985-2007 are shown in parenthesis (). Also, the miles of roads where culvert crossings were upgraded (without removal) for hydrological (i.e. high risk of failure) and/or fisheries (i.e. aquatic passage) concerns.*

5th-HUC Watershed[1]	Miles of Roads Decommissioned (1998-2003)	[2]Total # - Culvert Crossings Removed (1998 - 2003)	Miles of road where pipes were upgraded (1985-2006)
NF Coeur d'Alene River above Tepee Creek	11.3 (51.4)	11 (80)	12.9
Tepee Creek	59.4 (97.3)	125 (218)	0
Middle NF Coeur d'Alene River above Prichard Creek	59.4 (173.4)	120 (208)	0
Shoshone Creek	3.4 (50.6)	6 (55)	0
Prichard Creek	9.9 (33.6)	21 (53)	1.13
Lower NF Coeur d'Alene River below Prichard Creek	69.9 (302.0)	(124) 397	34.8
Little NF Coeur d'Alene River	65.1 (171)	111 (329)	6.8
SF Coeur d'Alene River above Placer Creek	1.8	5	0.83
SF Coeur d'Alene River below Placer Creek	2.2 (3.4)	4 (11)	2.98
Coeur d'Alene River above Rose Creek	23.1 (23.4)	40 (42)	0
Lower Coeur d'Alene River	6.3 (28.0)	21 (74)	0
Coeur d'Alene Lake Basin	5.7 (6.1)	18	0
Wolf Lodge Arm	49.3 (96.9)	103 (208)	3.9
Hayden Lake	12.9 (45.1)	13 (42)	0
GRAND TOTALS	**379.7 (1,084)**	**722 (1,740)**	**63**

[1] *In three of the seventeen 5th-HUC watersheds there is considerable private, state and other federal ownership (see Table AQ-1) which precludes USDA Forest Service restoration activities.*

[2] *The number of culverts removed are accurate estimates, however some GIS map overlapping can occur and create a minimal amount of double-counting between 5th-HUC watershed GIS layers.*

Fish Passage – Culvert Removals/Upgrades and Inventories

Through restoration projects in the analysis area, there have been approximately 35 culverts removed or upgraded (E. Lider 2007, per. comm.) that have allowed for fish passage (Figure AQ-2). Currently culvert crossings on the roads designated for public motorized use (2003 Travel Plan Revision Map) on the Coeur d'Alene River RD have been field reviewed and inventoried, using standard fish barrier data collection protocol (Clarkin et al. 2003; PF Doc. AQ-R08). In the analysis area, these surveys resulted in 115 culvert surveys, which resulted in 11 nonbarriers; 12 full barriers; 51 partial barriers; and 41 culverts indeterminate. (USDA Forest Service 2003 - culvert inventory data; PF Doc. AQ-03). This information was then summarized to create a priority list of those culverts requiring modification or replacement. The top priorities are those culverts on westslope cutthroat trout streams where restoring fish passage will reconnect populations that have been fragmented, to ensure long-term population viability without exposing them to risks of hybridizing or competitive interaction with non-native fish (Harig et al. 2000; PF Doc. AQ-R09, Furniss et al. 1991; PF Doc. AQ-R10).

Conversely, some culvert barriers will be maintained in the short-term to protect genetic integrity of some populations until a long-term solution to the threats facing the population (such as limited habitat space, threats from introgression and competition) can be addressed. Under this analysis, these culverts are recognized as inventoried but will be managed through monitoring (see Appendix D), or separate NEPA analysis if proposed for removal or upgrade.

Figure AQ-2. Culvert barrier to fish passage in Bottom Creek (photo on left; soon to be upgraded) and an upgraded crossing with a bottomless arch installed on Hudlow Creek (photo on right).

Access to Fishing

Travel routes that lead to popular fishing destinations can cause some fish populations to be over-exploited through high angling pressure. Over-exploitation of fish stocks may result in population declines. The Idaho Department of Fish and Game (IDFG) develops, implements, and enforces the fishing regulations in state and consequently the analysis area watersheds analyzed in this Travel Plan EA. There are specific area or water restrictions or closed to fishing (e.g. N.F. Coeur d'Alene River) in these regulations, as well as restrictions to the number and size of westslope cutthroat trout retained, or catch-and-release areas designated. Where natural recruitment does not meet population goals, supplemental stocking (e.g. Steamboat, Ninemile, and Avery Ponds) is generally prescribed for catch and keep fisheries. Consequently the demand for a variety of fishing, camping, and other water related access desires is relatively high in most portions of the analysis area, specifically the N.F. Coeur d'Alene River watershed.

Illegal Access into Riparian Areas

Over the last several years there has been an increase in recreationists utilizing watersheds in the analysis area, however with this increase in usage there has been an increase in the amount of riparian resource damage by illegal "off-roading" activities, specifically "mud-bogging." In several cases, it has cost several thousand dollars to rehabilitate a damaged watershed (i.e. North Fork Hayden, East Fork Hayden, and Stump Creek; see Figure AQ-3).

There are many other areas (e.g. Burnt Cabin; Pleasant Creek, Little N.F. Coeur d'Alene) where a need for immediate restoration has been recognized and planned but not implemented due to resource constraints and other more pressing priorities.

Law enforcement patrols of these problem areas have been the greatest tool to prevent further damage to fish habitat and populations, riparian areas, sensitive plants and wildlife, and to prevent increased sediment. The latter is especially critical if the watershed being illegally damaged is listed for sediment (303(d)) or a TMDL has been developed to address the pollutant of concern. Within the scope of the existing conditions, the Coeur d'Alene River Ranger District has restored and protected approximately 20 miles of fish and riparian habitat and rehabilitated approximately 18-riparian sites damaged by this form of illegal activity (approximately 30-acres).

Figure AQ-3. Riparian area in Stump Creek watershed damaged due to illegal "mud-bogging" (top) and subsequent restoration to prevent future damage (bottom).

Rain-On-Snow Events and Watershed Responses

Northern Idaho experiences a strong maritime influence with warm moist weather fronts invading in the winter from the Pacific Coast. These relatively warm and moisture-laden air masses are frequent and have a profound effect on the climate and hydrology of the Coeur d'Alene Mountains. As a result, midwinter snowmelt, thaws, and rainfall are common in the region. The snow pack within the 3,000 to 4,500 foot-elevation range is most susceptible to rain-on-snow events. The 5th- and 6th-HUC watersheds analyzed for cumulative effects in the Travel Plan analysis area contain rain on snow prone areas (Table AQ-1, Sensitive Snow Zone). Below 3,000 feet, the snow pack often may accumulate and abate several times during the season, and would therefore not be a substantial contributor to overall basin runoff. In nearly all snow years, the snow pack above about 4,500 feet is "cold" and typically less susceptible to rain-on-snow events.

Rain-on-snow is a natural process under which the streams of the basin developed. Historically, streams of the basin were very stable and resilient because they developed in response to the variability of the climatic processes and the dominant geology of the basin. Alteration (i.e. roads) of natural hydrological pathways in this zone or natural events can affect the magnitude of rain-on-snow events. Before human disturbance, rain-on-snow events always occurred but probably did not have the same effect on stream channel equilibrium as they did during the 1950s through the 1980s, when clearcutting and associated road construction were predominant activities (Coffin and Harr 1991; PF Doc. AQ-R26; Harr 1981; PF Doc. AQ-R27). Clearcutting opened up stands, affecting wind and microclimates, which increased the melting effects from rain-on-snow. Road construction provided a break in hydrological continuity along which this runoff was routed, increasing water runoff and entrained sediment. Road-stream crossings channel more water and sediment into the streams from road and culvert failures during a rain-on-snow event. As an end result during these events the road crossings (if undersized), channel the runoff into stream networks and more sediment gets entrained into the stream if the culvert fails during a rain-on-snow event. This in turn can have a detrimental effect on aquatic health as a result of the increased water runoff and entrained sediment. Management of these roads through culvert crossing improvement or road decommissioning has lessened the potential of this effect in some analysis watersheds (see Road Decommissioning and Culvert Removal Section).

Sensitive Landtypes

Different geological landtypes exist within each 5th- and 6th-HUC watershed, and each landtype is geologically coded and described by its composition. Some landtypes are more prone, or sensitive, to erosion based on their geological composition. Sensitive landtypes are those identified as having a combination of slope instability (i.e. high mass failure potential) and high sediment delivery capability (i.e. riparian areas) that exhibit high erosion rates under disturbances; which with high delivery efficiencies can deliver the erosion products to the water system within the watershed. The percentage of sensitive landtypes in each watershed is found in Table AQ-1, Sensitive Land Types. The geological parent material in most 5th-HUC watersheds is influenced by a belt-series geology having low surface erosion potential on the lands managed by the Coeur d'Alene River Ranger District.

Fisheries Overview

The existing condition for fisheries is based on watersheds in the analysis area that have existing surveyed reaches, culvert inventory surveys, historic information, electrofishing data, restoration implementation and monitoring data, knowledge of basic ecological processes, and professional judgment.

Physical attributes of fish habitat are mainly defined by stream channel condition. Salmonids generally require cool, clear water, clean gravel substrates; well-vegetated banks for shading and bank stability; abundant instream cover such as boulders, logs, and undercut banks; and unobstructed migratory corridors (Bjornn and Rieser 1991; PF Doc. AQ-R11).

The historic distribution of westslope cutthroat in the watersheds within the Travel Plan Assessment Area is speculated, but no known 'natural' mainstem barriers would have limited access (except headwater stream gradient). If adfluvial stocks of westslope cutthroat trout are present they would utilize main channel and headwater habitat with fluvial and resident forms. However this life-history form is likely limited in number and in some cases absent due to many conditional factors in the system (e.g. heavy metal influence as a result of mining runoff). Historical plantings (legal and illegal) of many cold- and warm- water species have occurred within the analysis area watersheds (See Fisheries Characterization-Overview section).

Fisheries Characterization

The lands managed within the Travel Plan EA analysis area, historically supported strong populations of native fish, occupying all available habitats in the basin. Pre-European landscape disturbances consisted of fires of varying intensity, rare volcanic eruptions, occasional landslides and frequent floods. Beginning in the late-1800s, new disturbance patterns were added onto the landscape. These included sheep grazing, mining, recreational fishing, non-native fish introductions, and logging. Due to the wide distribution and intensity, past logging and mining practices have had the most profound impacts on fisheries populations and habitat. Negative influences on fish populations and habitat from past logging include flume use, log drives, splash dams, and high density roading; and from past mining include dredging, waste disposal, and roads to access claims.

Figure AQ-4. Adult native westslope cutthroat trout from Tepee Creek watershed.

The seventeen 5th-HUC and thirty-five 6th-HUC watersheds encompass all of the Coeur d'Alene and Hayden Lake drainages that contain lands managed by the Coeur d'Alene River Ranger District. Within these drainages there are approximately 650 miles of occupied fish rivers and streams and 20 fishable lakes. These streams and lakes support a variety of fisheries, including the Coeur d'Alene and N.F. Coeur d'Alene Rivers which are very well known westslope cutthroat trout fisheries that contain approximately 250 miles of moderate to high accessibility to fisherman.

Figure AQ-5. Introduced rainbow trout caught in the Little N.F. Coeur d'Alene River.

The Travel Plan analysis area includes many game and non-game native and introduced (legally and illegally) fish species that inhabit or potentially inhabit the 5th-HUC watersheds. Small non-fish bearing perennial and intermittent streams that contribute to downstream habitat occur within the Travel Plan Assessment Area, but most are unnamed on Forest Service topographic maps.

Figure AQ-6. Introduced northern pike; found in lower Coeur d'Alene River, Hayden Lake, Coeur d'Alene Lake, etc.

The threatened and sensitive fish species potentially present in the project area are bull trout (*Salvelinus confluentus*) and westslope cutthroat trout (*Oncorhynchus clarki lewisi*). All wild trout are Management Indicator Species (MIS) for project area streams; this includes (IPNFs Forest Plan; PF Doc. CR-001) westslope cutthroat trout, rainbow trout (*O. mykiss*), and bull trout (*S. confluentus*). With the exception of bull trout, at least one MIS is present in every 5th-HUC watershed in the analysis area.

The native fish populations include westslope cutthroat (*Oncorhynchus clarki lewisi*; Figure AQ-4); mountain whitefish (*Prosopium williamsoni*); sculpins (*Cottus spp.*), longnose dace (*Rhinichthys cataractae*); suckers (*Catostomus spp.*), and northern pike minnow (*Ptychocheilus spp.*), and the very rarely identified bull trout (*S. confluentus*).

Cold water-introduced fish species include (but are not limited too) populations of unspecified rainbow trout (*O. mykiss*; Figure AQ-5); eastern brook trout (*Salvelinus fontinalis*); kokanee salmon (*O. nerka*); chinook salmon (*O. tshawytscha*); and coho salmon (*O. kisutch*). Hybrid fish (native westslope cutthroat trout crossed with exotic rainbow trout) may be present.

In several lakes (e.g. Hayden Lake) and in the Coeur d'Alene River, introduced warm water species exist. These include (but are not limited to) northern pike (*Esox lucius*; Figure AQ-6); small and largemouth bass (*Micropterus dolomieu* and *salmoides*, respectively), crappie (*Pomoxis* spp.), and yellow perch (*Perca flavescens*).

The analysis disclosure to fishes is based on effects to sensitive and management indicator fish species (MIS). Under this concept, larger groups of organisms or communities are believed to be adequately represented by a subset of the group. The Forest Plan (IPNF 1987; PF CR-001) identifies westslope cutthroat trout, bull trout, and rainbow trout as potential Management Indicator Species (MIS) for fisheries (Forest Plan Appendix L, PF Doc. CR-002). Current MIS, westslope cutthroat and rainbow trout are known to utilize streams within the cumulative effects area for spawning, rearing, and over-wintering. They have similar habitat needs. Consequently, westslope cutthroat and rainbow have been selected as appropriate MIS for the fisheries analysis of this project.

The life history of the bull trout is included because it is listed as threatened under the Endangered Species Act (1973). There is no set or subset of data that has identified bull trout populations in the rivers and streams in the analysis area, yet the Coeur D'Alene Lake is occupied. Confirmed and some anecdotal reports of individual bull trout have occurred in Eagle Creek, the lowest reaches of Prichard Creek, and sections of the N.F. Coeur d'Alene River. Privately owned sections of some watersheds in the analysis area have been designated as critical habitat (Federal Register, October 6, 2004, 50 CFR Part 17; http://www.fws.gov PF Doc. AQ-R01), while areas under federal management are recognized as potential habitat to manage.

White sturgeon, burbot, and interior redband trout are limited to the Kootenai River system and do not inhabit waters on the Coeur d'Alene River RD. Therefore, there will be no further analysis of this fish species.

Bull Trout (Threatened)

The North Fork of the Coeur d'Alene River supported viable resident, fluvial and/or adfluvial bull trout populations in the past (Maclay 1940; PF Doc. AQ-R12); however, these populations were eradicated due to over fishing and decline in habitat conditions associated with stream cleaning, and sediment/bedload movement from past mining, timber harvest and road building. In addition, adfluvial bull trout populations from Lake Coeur d'Alene were eliminated with the decline in water quality associated with hard rock mining in the South Fork Coeur d'Alene River drainage. The current presence of bull trout in the N.F. Coeur d'Alene River and tributaries is restricted to the very rare sighting of single, transient individuals by local fisherman or professional biologists.

Historically, bull trout were documented in the West Fork of Eagle Creek and the North Fork Coeur d'Alene River (Maclay 1940; PF Doc. AQ-R13). Electrofishing surveys and habitat surveys conducted in 2002 in both the West Fork and East Fork of Eagle Creek documented no bull trout (Table AQ-3; USGS, unpublished report PF Doc. AQ-R14). Bull trout have been found in the Coeur d'Alene River and Lake (IDFG, 1985 PF Doc. AQ-R15) but recent surveys (Dunnigan 1997, PF Doc. AQ-R16; Abbott 2000, PF Doc. AQ-R17; Forest Service and IDFG fish survey data, PF Doc. AQ-04) show no indication of their presence in tributary streams throughout the Coeur d'Alene River basin. Rarely individual fish have been reported within the mainstem Coeur d'Alene River, Prichard Creek and the Little North Fork Coeur d'Alene River (1990-2000). However, these reports have not been verified by fisheries biologists during surveys.

Day time snorkeling surveys (conducted by USFS, USFWS and IDFG) after the reported sightings in 1998 at the mouth of Eagle Creek found no bull trout. Scott Deeds (USFWS) reported a single fish (in the upper reach of the West Fork Eagle) that could have been of the "*Salvelinus*" genus, but could not confirm it. Snorkeling surveys in the East Fork of Eagle in 1990 did report the presence of a bull

trout, however, follow-up surveys did not verify that any bull trout were present, only brook trout were identified, (USGS, unpublished, DEQ, BURP data 1996, 1998). Data from the USGS study also indicated that fish not acclimated to water quality in Eagle will generally not survive.

The last confirmed sighting of a bull trout was in the North Fork Coeur d'Alene river in 1985 (Lider-personal observation). An important note is that bull trout were stocked in Revett Lake (high mountain lake – Prichard Creek watershed) in 1993 by Idaho Department of Fish and Game (http://www2.state.id.us/fishgame/; PF Doc. AQ-R18), and the likelihood of survival and/or escapement has not been fully assessed, however a few years after initial stocking subsequent net sampling did not find their existence (pers. comm. Jim Davis - IDFG).

Table AQ-3. Analysis area watersheds that contain "designated" bull trout habitat and their potential presence within these streams.

Stream Name	HUC Number	Bull Trout Presence
Coeur d'Alene Lake	1701030304	Surveyed/Present
Coeur d'Alene River	1701030301	Surveyed/Unlikely
N.F. Coeur d'Alene River	1701030101	Surveyed/Likely Individuals
Prichard Creek	170103010502	Surveyed/Unlikely
Eagle Creek	170103010502	Surveyed/Unlikely
Steamboat Creek	170103010603	Surveyed/Unlikely

Westslope Cutthroat Trout (Sensitive)

Westslope cutthroat trout are listed as "sensitive" by Region 1 of the USDA Forest Service and are listed as a "species of special concern" by the State of Idaho. In addition, the U.S. Fish and Wildlife Service (USFWS) list westslope cutthroat trout as a "species of concern" with respect to section 7(c) of the 1973 Endangered Species Act (ESA; USDI 2002; PF Doc. AQ-05). The USFWS have been petitioned twice to list westslope cutthroat trout; however, ultimately it was determined that listing of this species was not warranted.

Westslope cutthroat trout have been identified in nearly all perennial fish-bearing streams in the Travel Plan Assessment Area. Unknown variations of cutthroat trout and other salmonids have been previously stocked by Idaho Department of Fish and Game in the analysis area watersheds listed in Table AQ-1. However, the populations that resided there prior to the introductions were likely native westslope cutthroat trout.

On two separate occasions (1997 and 1998) petitioners petitioned to list westslope cutthroat trout as threatened. On June 10, 1998, the USFWS published a Federal Register notice announcing a 90-day finding that an amended petition to list the westslope cutthroat trout as threatened under the Endangered Species Act, where substantial information was provided to indicate that such a listing may be warranted. After review, the USFWS concluded in April 2000 that listing westslope cutthroat trout as a threatened or endangered species under the act was not warranted at that time.

However, in 2001 the court ordered USFWS to review the status of westslope cutthroat trout based on three key points. In response, on September 3, 2002 in the Federal Register (vol. 67, #170: 50 CFR Part 17), the USFWS set forward a notice of intent to prepare a status review for the westslope cutthroat trout. In summary, the USFWS announced the initiation of a new status review for the westslope cutthroat trout in the U.S. pursuant to a recent court order and the Endangered Species Act of 1973, as amended.

After a thorough review of all the available scientific information (Shepard et al 2003 PF Doc. AQ-R19), the USFWS reaffirmed their previous decision that the westslope cutthroat trout did not warrant listing as a threatened species because abundant, stable, and reproducing populations remain well distributed throughout its historic range.

There are three possible life history forms that westslope cutthroat trout could exhibit within the analysis area watersheds: adfluvial, fluvial, and resident forms (refer to the Acronyms/Glossary). The two most likely life forms are resident and fluvial fish. The resident forms are most likely present in the smaller headwater streams (e.g. Yellowdog Creek). Fluvial fish are present within most analysis area watersheds (e.g. N.F. Coeur d'Alene River) and some of the smaller (6th-HUC) watersheds (e.g.. Independence Creek), using the habitat for spawning and rearing. Westslope cutthroat trout are spring spawners (April – June). There is a possibility that they can utilize more habitat than fall spawning salmonids, principally due to higher water conditions creating more habitat and greater access.

The preferred habitat of westslope cutthroat trout is cold, clear streams with rocky, silt-free riffles for spawning and slow, deep pools for feeding, resting, and over-wintering (Reel et al. 1989; PF Doc. AQ-R20). Pools are a particularly important habitat component as cutthroat trout occupy pool habitat more than 70 percent of the time (Mesa 1991; PF Doc. AQ-R21). Other key features of westslope cutthroat habitat are large woody debris (LWD) for persistent cover and habitat diversity as well as small headwater streams for spawning and early rearing.

A population status review of westslope cutthroat trout in Idaho has determined that populations in northern Idaho have declined over their historic distribution with viable populations existing in only 36 percent of the original Idaho range. The primary cause of the decline was found to be habitat degradation (Rieman and Apperson 1989; PF Doc. AQ-R22). The most recent status review in 2002 for westslope cutthroat trout (WCT) in the United States indicated they currently occupy 59% of all historical habitat, and 95% of historical habitat in Idaho (Shepard et al 2003; PF Doc. AQ-R19). Of the total miles of occupied habitat in Idaho, 29% support populations that are believed to be at or near the habitat's potential capacity and 28% support populations below capacity. Populations of westslope cutthroat trout are known to be "hybridized" (i.e. introgression) with rainbow trout in the Travel Plan analysis area (DuPont, IDFG, unpublished report). This status review indicated that currently 10% of the occupied habitats are not introgressed (Shepard et al 2003; PF Doc. AQ-R19). Currently within the scientific community there are ongoing discussions as to the levels of introgression and how this relates to the status of westslope cutthroat trout and management of the species and habitats.

U.S. Forest Service crews and Dunnigan's (1997; PF Doc. AQ-R16) and Abbot's (2000; PF Doc. AQ-R17) thesis work conducted electrofishing efforts in many smaller tributaries in the Travel Plan analysis area to determine fish density and presence and absence data. These efforts have resulted in known densities of fish utilizing the smaller watersheds within the analysis area at different "naturally" recruited densities. Snorkeling work conducted by the IDFG over the last 30 years has shown a variable upward and downward periodic change in westslope cutthroat density in the N.F. Coeur d'Alene River and Little N.F. Coeur d'Alene River; most notably an upward trend in the last 5 years (DuPont et al 2006 unpublished regional report; Aquatics Specialists Report PF. Doc. AQ-XX). It is recognized that in these systems a cumulative effect on conditions (e.g. temperature limitations, loss of habitat, etc.) likely limit the full potential of the fisheries population (DuPont et al. 2005, unpublished report).

However, the 30 years of snorkeling data within the N.F. Coeur d'Alene River and tributaries by the IDFG has provided some excellent trend data on westslope cutthroat trout fish populations with the basin (Figure AQ-5; Aquatics Specialists Report PF Doc. AQ-06). A total of 43 transects in the N.F. Coeur d'Alene River were snorkeled to estimate westslope cutthroat trout abundance and their approximate size distribution. The N.F. Coeur d'Alene River showed an increasing trend in abundance of cutthroat trout following the decline observed after the 1996 and 1997 flood events and record high densities were observed for the second year in a row in 2006. Also, densities and abundance of westslope cutthroat trout ≥ 300 mm showed an increased trend, where observed densities in 2006 were the second highest ever (DuPont et al 2006 unpublished regional report).

3.F.5. DESCRIPTION OF ENVIRONMENTAL CONSEQUENCES TO AQUATIC RESOURCES

The use roads and trails designated for public motorized use and their potential effects to water quality (i.e. sediment yield), fish populations and habitat, or changes to riparian zone function are the main concerns related to watershed and fisheries resources. The analysis of direct and indirect effects is based on how the various components of the use of roads and trails designated for public motorized use are expected to affect the analysis area watersheds within the Travel Plan Assessment Area.

Direct effects: *those immediately detected in time or space as a result of activities. Example: an immediate delivery of sediment to a creek.*

Indirect effects: *those that are detected at a later time or place and occurring separate from actual activities. Example: an increase in water yield as a result of removing canopy closure.*

Disclosure of the direct and indirect effects analyses are combined in this report.

For this environmental analysis, the WEPP model was used to compare the sediment yield (tons per year) contributed to watersheds within the analysis area, by 5th- and 6th-HUC watershed hierarchical designation.

To further define the boxed "general" definitions for direct and indirect effects, for fisheries the direct effects are those resulting in the direct mortality of aquatic biota or the destruction of their habitat. Indirect effects are those resulting in changes to aquatic biota habitat as a result to changes in the aquatic environment, such as the potential for altering the rate in which sediment or woody debris enters the stream channel, modifying stream temperature regimes by reducing riparian shading and changes in stream bank stability due to near-bank activities (i.e. riparian road).

Watershed: Direct and Indirect Effects of Sediment Yield – No-Action Alternative

The No-Action Alternative does not prohibit cross-country motorized travel. Off-route travel in riparian areas by motorized vehicles, especially with the growth of motorized recreation use on the Coeur d'Alene River Ranger District, would cause more user created routes and water quality damage under this alternative. If cross country travel were allowed with the No-Action alternative, damage to riparian areas and sediment delivery to streams would most likely occur at rates higher than what already exist. There would be sediment delivery to streams and a potential for some subwatersheds to experience a prolonged trend towards recovery, which would inhibit these watershed meeting water quality standards and beneficial uses under the No-Action alternative.

Table AQ-4. Summary comparison of WEPP model results for miles of riparian routes (roads and trails) designated for motorized uses and sediment yield, by alternative. ***Note: This table is a summary for all WEPP model results for all 5th- and 6th-HUC watersheds in the analysis area (Aquatics Specialists Report, Appendix G; PF Doc. AQ-01).*

	Miles of riparian routes designated for motorized uses	Sediment Yield – WEPP (tons/year)
No Action	2035.6	4,849.6
Proposed Action	804.6	1896.7
TOTAL NET *DIFFERENCE*	**1,231 (60.4%) fewer miles of use on riparian roads and trails**	**2,952.9 (60.8%) tons/year of potentially less sediment yield**

Fisheries: Direct and Indirect Effects to Water Quality (Sediment Yield) – No-Action Alternative

The No-Action Alternative would retain the last signed Travel Plan (1998). Displayed would be the designated routes as designed at the time of development, where it would not incorporate neither the decommissioned roads, improved roads and trails, or monitoring and mitigation needs for existing impacts on aquatic habitats.

Increases in sediment delivery can indirectly affect fish habitat by filling in the interstitial spaces in spawning gravels. This results in decreased water flow through the gravels necessary for oxygen

delivery and waste removal for incubating eggs. Filling of interstitial spaces can also displace macroinvertebrates, reducing an important food source for fish and other aquatic life. High amounts of sediment can fill in pools and reduce rearing habitat for juvenile fish. The No-Action Alternative would allow for more designated motorized routes (60.4%) within riparian areas and could contribute 60.8% more sediment (2.952 tons/year) directly and indirectly into analysis area watersheds (Table AQ-4 – WEPP Model results).

The No Action would perceptually designate more roads and trails for use by motorized vehicles. This increased infrastructure would produce higher sediment yields and total miles of riparian roads (Table AQ-4). As a consequence of this infrastructure being left open under No Action, motorized use would be considerably higher on these roads ands some trails, which would result in sediment delivery increases in nearly every analysis area watershed (Table AQ-3). Consequently, there would be a greater likelihood of more direct and indirect effects to fish populations and habitat due to increased sediment yield delivery and riparian damage.

The higher-gradient channel types within some portions of the basins where roads and trails are designated for motorized uses (specifically at road/stream crossings in the headwaters) would route sediment at a higher yield rate due to the use of these routes (refer to the enclosed No-Action Alternative Maps). The WEPP modeled potential increase of sediment yield (Table AQ-4) under the No Action would be transported or stored on the forest floor or within the drainage system. During high flows, fine sediment would become suspended and carried through the system, where it would redeposit in large woody debris sites or off-channel depositional zones.

Watershed: Direct and Indirect Effects to Water Quality (Sediment Yield) – Proposed Action

The Proposed Action would not authorize cross-country motorized travel anywhere including riparian areas or where access or dispersed camping is restricted per CFR restrictions. This feature would be enforced, where user created routes are minimized and help protect water quality by reducing sediment in streams. Under the Proposed Action it is recognized that the designated use and seasonal operations of a few roads and trails designated for public motorized use, changes only slightly; these small differences between existing and proposed management would have little to no effect on sediment yield values (R. Davies, pers. comm. 2007). Under the Proposed Action there are 804.6-miles of riparian routes designated for motorized uses. Where the direct and indirect sediment yields under the Proposed Action were determined by the WEPP model for predicted results. In disclosure, the sediment yield resulted in approximately 1,896 tons/year of sediment yield (Table AQ-4). This modeled result was 2,953 tons/year (60.4% less) less sediment yields, based on the use of roads and trails designated for public motorized use under the Proposed Action compared to the No-Action Alternative. Based on the miles of useable roads and trails designated for public motorized use, that exist within the riparian areas between the Existing Conditions and the Proposed Action (Table AQ-3) it was concluded that WEPP model runs resulted in little or no difference in sediment yield predictions, where the direct and indirect effects to water quality from sediment yields remain constant in the analysis area watersheds.

Fisheries: Direct and Indirect Effects to Water Quality (Sediment Yield) – Proposed Action

Since no ground disturbance (e.g. construction, reconstruction, etc.) would occur in the Proposed-Action Alternative and the analysis is based on the use of roads and trails designated for motorized use, it is this use that would produce a predicted level of sediment yield (1,896.7 tons/year; Table AQ-4). There is an expected amount of sediment routing to occur under the Proposed Action. However, the predicted sediment yield would be at a much reduced amount (2,953 tons/year less) compared to the No-Action Alternative (Table AQ-4).

It is the routing of the 1896.7 tons/year of predicted sediment yield (Table AQ-4) as a result of the use of roads and trails designated for motorized uses that would likely create direct and indirect effects to fish and fish habitat. Seasonal restrictions and/or area closures will aid in protecting riparian areas where motorized use, by rutting and soil displacement, cause road/trail surface damage. The use of closure mechanisms, combined with the general trend of travel route reductions

and seasonal modifications with the Proposed-Action Alternative would result in sediment delivery reductions in analysis area watersheds (Table AQ-3).

Total designated road densities (all roads, including administrative-use roads) either remain the same or decrease in most analysis area watersheds as a result of the approximate 380 miles of roads decommissioned or stored since 1998 to 2003. Some of these were within riparian corridors (e.g. Yellowdog Creek) that have aided in the restoration of the stream function and improvement and increase in aquatic habitat attributes.

The higher-gradient channel types present near the roads and trails designated for motorized uses exist (refer to the enclosed Proposed-Action Alternative Maps), specifically at road/stream crossings in the headwaters would route any sediment to the nearest low gradient stream reaches where it would be stored. The WEPP modeled reduction of sediment yield (Table AQ-4) and miles of riparian road under the Proposed Action would likely be transported or stored on the forest floor or within the drainage system.

Cumulative Effects of Past Activities

The following is a description of past actions that establish the appropriate geographic (spatial) and temporal boundaries for the cumulative effects analysis. Activities identified below were ones that are relevant to the watershed and fisheries cumulative effects analysis. The net effect of past programs and activities was a reduction in aquatic habitat quantity and quality from pristine conditions. However, these effects are highly variable and localized depends on the temporal and spatial nature and size of the event. Other past activities are not discussed here because there were no effects to watershed or fisheries created by these activities (e.g. tree planting, firewood gathering and hunting).

Effects of Past Wildfires Suppression: Historically, the greatest natural agent of disturbance in the analysis area watersheds was wildfire. Fire history throughout most of the area has an average historic fire return interval of 35 to 100+ years. The very moist riparian stands likely burned less often and less severely, due to their topographic position and fuel moisture conditions during most fire seasons. This has led to the condition where stream bottoms historically would have had a good supply of large woody debris and spatially and temporally good aquatic habitat. After wildland fires burned in the most recent management era (20th-century), salvage logging and road building occurred in some analysis watersheds. Past fire suppression has occurred in recent years in the analysis area watersheds and has contributed to the continual increase in fuel-loading on both dry and moist sites.

Effects of Roads: Many of the analysis area 5th-and 6th-HUC watersheds have moderate to high road densities (Specialist's Report on Aquatics, PF Doc. AQ-06). The high road density, initially constructed to support past timber harvest and mining activities, was one of the biggest factors negatively affecting stream conditions. At one time along these roads systems, located in riparian areas, riparian harvest, instream logging, and road construction in the riparian area left many streams without the necessary wood to functionally create pool habitat and provide cover. To further create issue, these roads constructed within the floodplain, constricted or eliminated the floodplain function. This generally increases water velocity and stream power, which in turn increases the erosive ability of the stream. When the roads were constructed in the riparian areas, roads with channel crossings posed two known risks, the first was that these have a likelihood of failure and/or the culvert itself poses as a fish (aquatic) passage concern.

Effects of Mining: Mineral exploration work in the 5th-HUC watersheds analyzed for the Travel Plan Assessment Area began shortly after the gold rush to Murray in 1885. Extensive dredge mining for placer gold occurred in many of the ore laden streams, which produced instability within the areas of placer mining. Soon after the discovery of gold, significant zones of mineralization were discovered in the Silver Valley with smaller sites discovered in outlying areas. A number of these sites were large enough to establish ore milling sites, which produced both jig and flotation tailings (i.e. sediment) that have consequently elevated levels of dissolved metals in several watersheds (i.e. Eagle and Prichard Creek; Box et al. 2004; PF Doc. AQ-R23). In this era of mining, several hundred known active claims existed within many of the 5th-HUC watersheds on National Forest System Land. Extensive

work has been conducted by the Forest Service and State of Idaho on mine cleanup within several 5th-HUC watersheds and their smaller tributaries (e.g. Prichard Creek, Eagle Creek, Moon Creek etc.).

Effects of Fish Barriers: Waterfalls, lack of channel flow, and some debris jams are part of the natural existing conditions that continually fragment aquatic habitats for various periods of time. In the smaller tributaries of the 5th-HUC watersheds, high gradient stream reaches in headwater locations are the predominant form of natural barriers. Human-caused fish barriers in the cumulative effects area are primarily a result of road crossings on stream channels, where these crossing are full or partial barriers to aquatic species migration. In some cases, due to mining operations (i.e. placer operations) the aggrading/degrading of the stream corridor has caused migration barriers when the channel flow has run subsurface.

Effects of Sediment Production and Delivery: Surface erosion is part of the natural reference condition for sediment production and delivery of the streams. Natural landslides exist within these watersheds (scale dependent). Prior to fire suppression, wildfire frequently altered the structure and composition of forest stands within the assessment area producing baseline sediment yields. At times site conditions following fires would coincide with wet climatic conditions in a season, year, or period of years that would trigger landslides or surface erosion. Management activities within the analysis basins, utilizing topographic characteristics (e.g. slope shape and drainage networks), and features such as roads on the landscape increased the potential for slope failures or surface erosion by intercepting, re-routing, and concentrating water. Other than hillslope rejuvenation caused by streams reaching a lower base elevation or channel migration, major mechanisms, such as roads and trails caused slope instabilities by undercutting or overburdening slopes.

Effects of other Federal and State Land Development/Management: These types of activities have been principally located within some portions of the analysis watersheds based on ownership or Public Management of these lands by the various entities (see Table AQ-1: Percent Non-Forest Service). Based on the level of roading, harvest, or mining, the effects from these actions are similar or in some cases greater than the past effects described above in "sediment yield increases". The intensity of harvest, road construction, mining, etc., on these lands was temporal and spatial in context, dependent in some cases on land management direction or policy.

Effects of Private Land Development/Management: These types of activities have been located within most of the analysis area watersheds. The effects of roading are similar to the section written above "*Effects of roads*". However, mining and subsequent road building have created site effects in some of the analysis area watersheds which have made them be listed for metals on the 303(d) list or a TMDL developed. In lower portions of some basins (e.g. N.F. Coeur d'Alene River) private land development has influenced riparian productivity by removal of riparian trees and reduction of flood plain connectivity by affecting the amount of side-channels.

Cumulative Effects of Ongoing and Reasonably Foreseeable Activities

The following is a description of Ongoing and Reasonably Foreseeable Activities, to aid in discussions within the appropriate geographic (i.e. spatial) and time boundaries for the cumulative effects analysis. Activities identified below were relevant to the watershed and fisheries cumulative effects analysis. In general, Forest Service implemented ongoing and reasonably foreseeable activities are either maintaining or reducing impacts, with the net effects combining to reduce impact to aquatic resources. Most important among these activities, in terms of magnitude of beneficial effects, has been road decommissioning and stream crossing modification, maintenance of roads and trails, and fire/fuels and timber harvest that includes mitigation measures to address aquatic concerns. On a local scale, important beneficial effects have come from mine reclamation and fish population and habitat restoration. Thus, although some localized areas retain degraded habitats, the overall Coeur d'Alene River Ranger District trend in aquatic habitat and biota is positive (see Aquatics Existing Conditions Section).

Cumulative Effects of Fire Suppression Activities: Over the last century, the landscape has been allowed to progress towards a climax vegetative condition. The current trend is toward more shade tolerant species that are not as long-lived and are more susceptible to insects and disease. The

ongoing and foreseeable fire suppression techniques, if watersheds in the analysis area are not allowed to be treated (e.g.. dead and dying insect infected lodge pole stands) to reduce fuel loading in ongoing and reasonable foreseeable projects (e.g. Prichard-Murray EA) will continue to add fuels to the already untreated fuel bed. The result, should an ignition occur, would likely be a severe and intense stand replacing fire, that with a high enough intensity, aquatic resources would be measurably impacted by increases in sediment, stream flow and possible altered flooding. The No Action and Proposed Action have been reviewed for their infrastructure for ingress/egress concerns, should an ignition start in an area, and were deemed adequate in order to prevent large scale fire progression.

Cumulative Effects of Unauthorized/Authorized Motor Vehicle Use of Roads/Trails: Though difficult to completely assess, the illegal, motorized use of old road networks for cross-country travel on routes not designated for motorized use can severely alter hydrological pathways or recovering riparian corridors. It is this form of use that can cause increased sediment yield to stream channels. When "pioneered" illegal motorized routes enter stream corridors, riparian and aquatic biota and habitat can be severely affected at the local scale.

Development and improvement of the motorized trails and closure of other trails will reduce erosion and sediment delivery and loss of riparian and aquatic biota and habitat (Specialists Report on Recreation). For example, the Laverne Creek ATV trail is being planned for future implementation. This ATV trail is located within the lower Little North Fork Coeur d'Alene River, nearest the Lieberg Creek subwatershed. The planned activity will remove failing culverts and fill from old roads while permanent wet water fords are created. This project will have an overall long term reduction of sediment to the drainage even though additional use of roads and trails designated for public motorized use would be established as a designated trail system.

Dispersed camping and route designation are expected to occur within the next few years along the North Fork Coeur d'Alene River Corridors (see Chapter 2). This future project would likely designate more short routes for motorized use to access camp sites from hardened surfaces for vehicles to travel upon, which will have the potential to reduce aquatic habitat damage and sediment delivery to streams and rivers.

Cumulative Effects of Road/Trail Maintenance Activities: Maintenance activities occur annually (pending budget) and based on a random rotation cycle within the Travel Plan analysis area watersheds. These activities include (but are not limited to) blading, brushing, and culvert cleaning. Maintenance activities typically improve drainage and decrease erosion from water channeling down the road surface. Culvert cleaning and associated maintenance lowers the associated risk of failure that can occur due to a plugged culvert. Short-term sediment production can occur during maintenance activities at the local, site specific scale. Long-term sediment reduction is achieved from road and trail maintenance by reduced rutting and road/trail surface erosion, especially on roads and trails designated for public motorized use that are heavily traveled during the summer and fall months. Also, roads that are retained for Administrative use only have in place a strategy for periodic maintenance to include the maintenance standards for ingress/egress.

Cumulative Effects of Activities on other Federal, State, and Private Lands: In most of the analysis area watersheds there are these forms of management or ownership. Federal and State lands managed for the public consist primarily of stand tending, mining, road maintenance and construction. Private lands, in the watershed areas consist of homes and developed acreage (e.g. grazing, commercial harvest, mining, etc.). Some of the roads accessing these lands are within riparian areas and have delivered sediment to streams from road fill failures, road surface runoff, and riparian activities (e.g. logging). Sediment delivery levels from these roads are based on the level of road maintenance activities, where activities are in relation to roads constructed for timber harvest, harvest intensity, and/or access. These roads will continue to route water and sediment and create a risk of chronic sediment sources into stream courses.

Cumulative Effects of Fuels Reduction and Timber Harvest EAs: This activity would occur outside Riparian Habitat Conservation Areas (RHCAs) except where it assessed that it would improve riparian habitat from a non-commercial thinning and fuel treatment level of associated activity. The development of these projects typically utilize all recognized forms of ingress and egress as needed to haul timber products or to manage fuel reductions. The level of NEPA analysis on a project by project basis that would dictate how these roads are managed from a maintenance and current and future use standpoint. The timing restrictions for maintenance, reconstruction, new construction, and/or decommissioning activities would be enacted as prescribed through either contract clauses based on BMPs, INFS (1995; PF Doc. CR-003) standards and guidelines, and the project specialists' analysis bound by regulatory guidance.

Cumulative Effects by Alternative on Aquatic Resources

The methodology used, characterization, and existing condition of the cumulative effects analysis are the developed foundation presented in the front end of this report for support rationale. Consequently, the cumulative effects for Aquatics are based on this information in conjunction with the direct and indirect effects analysis of the No Action and Proposed Action utilizing any past, ongoing or reasonably foreseeable actions that have or will influence the aquatic environment.

Watershed Cumulative Effects – Incorporates Past, Ongoing and Reasonably Foreseeable Activities – No Action and Proposed Action

There would be 60% more designated motorized routes within 300 feet of streams with the No-Action Alternative compared to the Proposed Action. The Proposed Action would generate a potential total of 1,897 tons per year of sediment, just from motorized use. The No-Action Alternative would generate approximately 4,850 tons per year or 60% more sediment from motorized traffic on designated routes compared to the Proposed Action. A backbone system of roads is difficult to establish across approximately 730,000 acres of National Forest on the Coeur d'Alene River Ranger District without crossing or adjoining some riparian areas. Many riparian roads have been decommissioned over the last 20 years (approximately 1,084 miles; Table AQ-2) which had far greater benefits to sediment reduction than restricting public use on roads that are already in place. The proposed action with 60% fewer miles of riparian roads would be a more feasible alternative to mitigate rutting, erosion, and culvert function with regular maintenance compared to the No-Action Alternative.

Fisheries Cumulative Effects – Incorporates Past, Ongoing and Reasonably Foreseeable Activities – No Action and Proposed Action

The No-Action Alternative ***would not*** retain existing cumulative effects, as it does not represent the existing conditions, where neither the decommissioned roads, improved roads and trails, or monitoring and mitigation plans for existing conditions on aquatic resources has occurred. Cumulative effects related to sediment yield and miles of riparian roads would be higher under the No-Action Alternative (60% more; Table AQ-4). As modeled, the amount (2,952 tons/year) of sediment yield under the No Action would affect fish and fish habitat in the analysis watersheds and negatively trend away from sediment yields modeled under the existing conditions.

In contrast, under the Proposed-Action Alternative, the direct and indirect effects of sediment yield, combined with the effects from past, ongoing and reasonably foreseeable activities would not result in cumulative effects that would change the existing condition for fish and fish habitat within the watersheds analyzed. The Proposed Action would retain the existing conditions and the WEPP modeled sediment yields (1,897 tons/year; Table AQ-4) and considerably less designated motorized routes in riparian areas (60.8% less, comparatively; Table AQ-4) in the analysis area watersheds. Considering the influences of direct and indirect effects associated with the Proposed Action and the past, ongoing and reasonably foreseeable activities, the cumulative effects are not expected not to change the existing condition or trend in aquatic resources.

The Proposed-Action Alternative sediment yields, utilized existing and proposed use of roads and trails designated for public motorized use would retain Riparian Management Objectives (RMOs; INFS 1995) through sediment yield. Management practices and CFRs are designed to be enacted (e.g.

Chapter 3 – Recreation and Appendix D) to prevent possible failure and resultant high erosion potential from designated motorized routes.

The miles of useable roads and trails designated for public motorized use under the Proposed Action, in conjunction with past, ongoing and reasonably foreseeable actions, would result in an overall lower sediment yield (WEPP; Table AQ-4) when compared to the No-Action Alternative. Also, the number of designated route miles within the 300-foot riparian zones drops from 2035.6 to 804.6 miles, respectively (Table AQ-4). The cumulative effects of this analysis indicate that sediment yield is generated by the Proposed Action and cumulatively being added to analysis area watersheds, yet much reduced when compared to the No-Action Alternative. Consequently, though modeled lower under the Proposed Action, sediment yield occurs in the analysis watersheds from the proposed roads and trails designated for public motorized use. Critical habitat has been designated for bull trout (Table AQ-3) in the Coeur d'Alene River basin, and is included the analysis area watersheds. The project may effect, but will not likely adversely affect critical habitat or threatened bull trout (NLAA). Also, the Proposed-Action Alternative may impact westslope cutthroat trout individuals, but will not likely result in a trend toward federal listing or reduced viability for the population or species.

Summary Comparison of Effects

Watersheds: The use of roads and trails designated for public motorized use delivers sediment and are the predominant non-natural sediment sources in most managed forested watersheds on the Coeur d'Alene River Ranger District. Trails generally have reduced sediment impacts since trails are much narrower than roads and cut and fill slopes are smaller. Most streams of the Coeur d'Alene River drainage are designated for Beneficial Uses by the Idaho Department of Health and Welfare for salmonid spawning and rearing habitat; cold water biota; primary and secondary contact recreation; and drinking water. The resource concerns from these are primarily driven by the potential sedimentation effects from the use of roads and trails designated for public motorized use on streams and water quality. The WEPP model (Table AQ-4; Aquatics Specialists Report PF Doc. AQ-06) results indicate that there is approximately a 60% reduction (2,720 tons/year) in sediment yield from the implementation of the Proposed-Action Alternative versus the No-Action Alternative.

Fish and Fish Habitat: Individual bull trout have been identified in watersheds in the analysis area and their potential habitat was recognized, and as such was designated by the USFWS for Coeur d'Alene Lake, Coeur d'Alene River, segment of the N.F. Coeur d'Alene River, and Prichard Creek. Westslope cutthroat trout have a broad distribution on the Coeur D'Alene River Ranger District. They are variable within population structure, containing known stocks of adfluvial, fluvial and resident life-history strategies. In some cases, advisory groups for TMDLs, Coeur d'Alene Lake strategy, and research projects have assisted in the development of future basin-wide conservation strategies and agreements for westslope cutthroat trout. These future strategies likely will contain guidelines that are to be followed to assure that management activities will not degrade habitat in drainages containing westslope cutthroat trout populations or their habitat. The use of roads and trails designated for public motorized use will generate sediment produce sediment that enters streams, which can directly, indirectly, and cumulatively impact aquatic habitat and biota (e.g. fish spawning habitat). Critical habitat has been designated for bull trout (Table AQ-3) in the Coeur d'Alene River basin, and is included the analysis area watersheds. The project may affect, but will not likely adversely affect critical habitat or threatened bull trout (NLAA). Roads and trails designated for motorized public use may impact westslope cutthroat trout individuals, but will not likely result in a trend toward federal listing or reduced viability for the population or species.

Riparian: Riparian zones are diverse, dynamic and complex habitats. They provide habitat for a variety of species that include threatened, sensitive and MIS species. They are sites of biological and physical interaction at the terrestrial/aquatic interface. Riparian cover types make up a small percentage of all land area, yet tend to incur a disproportionate amount of past and current human activity. The use of these roads and trails designated for public motorized use, which pass through or parallel riparian areas can impact aquatic biota and habitat both directly and indirectly. Many roads were previously constructed and located along streams, resulting in direct loss of these riparian habitats when built in the riparian zones. Riparian areas that have useable roads or trails designated

for public motorized use, directly adjacent to these important areas likely cause some species to be displaced or disturbed due to human use (see Section 3.D. Wildlife). Streams tend to be desirable places to camp and recreate, which can result in indirect effects of trampling of vegetation, contamination, concentration of human activities, and subsequent species displacement.

3.F.6. CONSISTENCY WITH LAWS, REGULATIONS AND POLICIES

The Proposed-Action Alternative would meet the requirements of the Forest Plan for water resources and fisheries. Specific requirements and how this project meets them are listed in Aquatics Appendix A – BMPs (watershed) and Aquatics Appendix B INFS (1995; PF Doc. CR-003). The No Action would revert back to a greater number of roads and trails designated for public use and not restrict cross country travel, where sediment yields were modeled higher (Table AQ-4). Specifically, since 1998 (i.e. No Action) there have been approximately 380-miles of roads that have been decommissioned or placed in storage. The Proposed Action meets the requirements for aquatic resources in the Forest Plan, and those standards that were amended by the INFS (see Aquatics Appendix B). The following are the water and fish standards within the Forest Plan and responses on each (USDA 1987, pp II 29-31; PF Doc. CR-002).

Forest Plan - Water Standards

Water Standard 1: Management activities on Forest Lands will not significantly impair the long-term productivity of the water resource and ensure that state water quality standards will be met or exceeded.

Idaho State BMPs (BMPs) are designed to protect the long-term productivity of the water resource and ensure state water quality standards will be met under the action alternative and are as listed that apply (see Aquatics BMPs - Appendix A).

Water Standard 2: Maintain concentrations of total sediment or chemical constituents within state standards.

The total net sediment yield (tons per year) due to the use of roads and trails designated for public motorized use would be less (60% less) in the analysis area under the Proposed-Action Alternative. Where localized areas of increased sediment yield occur, this will not further degrade water quality in streams in the watershed resource areas. The proposed activities in conjunction with past and foreseeable actions would not impair beneficial uses. The Proposed-Action Alternative would meet State standards for chemical constituents given that there is no proposed road construction and reconstruction that would elevate chemical constituents above current input levels from the designated motorized road and trail infrastructure.

Water Standard 3: Implement project level standards and guidelines for water quality contained in the BMPs (IPNF Forest Plan - Appendix S), including those defined by State regulation and agreement between the State and Forest Service such as: Idaho Forest Practices Rules, Rules and Regulations and Minimum Standards for Stream Channel Alterations, and BMPs for Road Activities.

Specific road and trail maintenance measures are addressed in the Idaho Panhandle National Forests "Programmatic Roads and Trails BA/BE" which incorporate and are consistent with Idaho Forest Practices Rules. The Proposed-Action Alternative is consistent with this criterion. In addition to standard State BMPs, other soil and water conservation practices that are approved BMPs are built into the programmatic document that lists what is considered road and trail maintenance actions. The specified maintenance measures for designated roads and trails in the programmatic BA/BE surpass those required by the State Forest Practices Act with the use of INFS (1995, PF CR-003) standards and guidelines and are consistent with Forest Service standards.

Water Standard 4: Cooperate with the states to determine necessary instream flows for various uses. Instream flows should be maintained by acquiring water rights or reservations.

Instream flows are not an issue with any portion of the proposed project. Therefore, this Standard is not applicable to any alternative.

Water Standard 5: Manage public water system plans for multiple uses by balancing present and future resources with public water supply needs. Project plans for activities in public water systems will be reviewed by the water users and the State.

Streams not defined as public water systems, but used by individuals for such purposes, will be managed to standards established by the state's forest practices rules, water resource rules, and/or the National Forests' BMPs or to the INFS (1995; PF Doc. CR-003) standards and guidelines, whichever is applicable. The analysis area watersheds within the Travel Plan Assessment Area are not defined as a "Municipal Watershed" but streams are recognized as sources of domestic and public water supplies (i.e. Placer Creek – City of Wallace).

Water Standard 6: Activities within non-fishery drainages, including first and second order streams, will be planned and executed to maintain existing biota. Maintenance of existing biota will be defined as maintaining the physical integrity of these streams. BMPs (Forest Plan Appendix S), Appendix 0, and riparian guidelines will be used to accomplish this objective.

The existing biota will be maintained in first and second order streams through standard and site specific BMPs and the INFS (1995; PF Doc. CR-003) standards and guidelines (see Aquatic Appendix B – INFS applicable).

Water Standard 7: It is the intent of this plan that models be used as a tool to approximate the effects of National Forest activities on water quality values. The models will be used in conjunction with field data, monitoring results, continuing research and professional judgment, to further refine estimated effects and to make recommendations.

The proposed action meets this standard. The WEPP model was used to predict sediment yield differences between the No Action and Proposed-Action Alternatives. The WEPP model and inventoried data were used for analyzing road drainage crossings and erosional hazards and risks to aquatic ecosystems.

Forest Plan - Fish Standards

Fish Standard 1: Activities on National Forest lands will be planned and executed to maintain existing water uses. Maintain is defined as "limiting effects from National Forest activities to maintain at least 80 percent of fry emergence success in identified fishery streams." The percent is measured from pristine conditions. Current methodology will not detect an impact of less than 20 percent. During the life of the plan, new technologies may permit more precise assessments; however, the goal of this standard will remain as "to maintain 80 percent of fry emergence success.

Fish Standard 2: Streams providing spawning and rearing habitat, which are considered critical to the maintenance of river and lake populations of special concern, will be managed at a standard higher than the 80 percent standard. Monitoring will be needed to detect this higher standard. "*High Value Streams*"

On June 2, 2005, the Forest Supervisor for the Idaho Panhandle National Forests signed a Decision Notice and Finding of No Significant Impact that amended the Forest Plan to modify or remove objectives, standards, and monitoring requirements pertaining to fry emergence success (USDA Forest Service 2005; PF Doc. AQ-R24). The amendment was implemented because the fry emergence objectives, standards and monitoring requirements that were in the IPNF Forest Plan did not contribute as well as INFS (PF Doc. CR-003) objectives, standards, guidelines, and monitoring direction towards meeting the goals of providing sufficient habitat in support of maintaining diverse and viable populations of fish species across the forest. In addition, because of the limited

application of the fry emergence models and their unreliability, and the inability to determine fry emergence success in the field due to high variability affected by multiple natural and human-caused factors, the Forest Service was not able to state with any degree of certainty whether measures of fry emergence success were accurate or precise.

Fish Standard 3: The stream and river segments (if listed) will be managed as low access fishing opportunities to maintain a diversity of fishing experiences for the public and to protect sensitive fish populations. Special road management provisions will be used to accomplish this objective.

Forest Plan Fish Standard 3 is applicable to this analysis because there are several streams that are listed as "low access fishing streams", where the public has access to these areas via designated road and trail systems that have road management provisions upon them, specifically under rotational maintenance that improves access. These streams are also recognized as to providing beneficial uses.

Fish Standard 4: Provide fish passage to suitable habitat areas, by designing road crossings of streams to allow fish passage or removing in-stream migration barriers.

The designated roads and trails for public motorized use on the Coeur d'Alene River RD have been field reviewed and inventories conducted using standard fish barrier data collection protocol (Clarkin et al. 2003; PF Doc. AQ-R08), where 12 full barriers and 51 partial barriers were identified of total of 115-surveyed in the analysis area. However, under this Travel Plan EA these culverts/bridges are known to be barriers and will remain barriers until managed under separate NEPA analysis for their removal/replacement/or no action decisions.

Fish Standard 5: Utilize data from stream, river, and lake inventories to prepare fishery prescriptions that coordinate fishery resource needs with other resource activities. Pursue fish habitat improvement projects to improve habitat carrying capacities on selected streams.

This standard is not applicable to this project.

Fish Standard 6: Coordinate management activities with water resource concerns as described in MA 16, Appendix I, and Appendix O.

Water resource concerns are protected in Management Area 16 through INFS standards and guidelines (See Aquatics Appendix B – INFS Standards and Guidelines).

Clean Water Act and Amendments (Including State of Idaho Implementation)

The Proposed Action would be consistent with the requirements of the Clean Water Act, 33 U.S.C. §1251. Sediment, the pollutant of concern analyzed here, would result in little change under the Proposed Action compared to existing conditions in the water quality limited segments in the watersheds analyzed in this Travel Plan EA. Risks to beneficial uses in all streams within the Travel Plan Assessment Area analyzed would not be changed by this project but maintained at their current level. In compliance with the current TMDLs for the analysis area watersheds (e.g. N.F. Coeur d'Alene River), there would be little to no net increase in sediment yield into the watersheds analyzed, above the current existing conditions through the Proposed-Action Alternative.

National Forests Management Act – Species Diversity

Fish species that may be affected by the project (westslope cutthroat trout and rainbow trout) are also distributed across the IPNF. For example, westslope cutthroat and rainbow trout are found in 13 of 13 (100 %) of 4th-HUC watersheds (i.e., large watersheds, such as Coeur d'Alene River) on the IPNF. There is possible connectivity between the Coeur d'Alene River basin and one of the twelve other 4th-HUC watersheds on the Forest (i.e. St. Joe River).

Further westslope cutthroat are well distributed and found in 100% of the 6th-HUC watersheds in the Coeur d'Alene River basin. Though introduced, rainbow trout are not as well distributed. At the

smaller watershed scale, westslope cutthroat and rainbow trout are known to inhabit tributary streams in the analysis area (less than 7th HUC watershed). Based on the distribution of species across the Forest, the lack of connectivity between large watersheds, and the limited cumulative effects area the Travel Plan Assessment Area will not affect species diversity of any threatened, endangered, sensitive, or MIS fish species on the IPNF.

Therefore, the Proposed-Action Alternative will not affect species diversity, not only because of species distribution, but also because sediment yields will not lead to an adverse impact on fish or fish habitat conditions.

Endangered Species Act - 1973

Section 7 of the 1973 Endangered Species Act includes direction that federal agencies, in consultation with the U.S. Fish and Wildlife Service, will not authorize, fund, or conduct actions that are likely to jeopardize the continued existence of any threatened or endangered species or result in the destruction or adverse modification of their critical habitat. The Proposed-Action Alternative meets requirements of the Endangered Species Act. Critical habitat has been designated for bull trout (Table AQ-3) in the Coeur d'Alene River Basin, and is included the analysis area watersheds. The project may affect, but will not likely adversely affect, critical habitat or threatened bull trout (NLAA).

Idaho Forest Practices Act

The Forest Practices Act was passed by the 1974 Idaho Legislature to assure the continuous growing and harvesting of forest trees and to maintain forest soil, air, water, vegetation, wildlife, and aquatic habitat. The Act requires that federal land practices must meet or exceed the requirements of the state rules. BMPs (Aquatics Appendix A) or Soil and Water Conservation Practices (PF Doc. AQ-R25) would be applied under all alternatives, and all activities are in compliance with the guidelines in the Soil and Water Conservation Handbook.

Presidential Executive Order 12962

Presidential Executive Order 12962, signed June 7, 1995, furthered the purpose of the Fish and Wildlife Act of 1956, the National Environmental Policy Act of 1969 and the Fish and Wildlife Coordination Act, seeking to conserve, restore, and enhance aquatic systems to provide for increased recreational fishing opportunities nationwide. This order directs federal agencies to: "improve the quantity, function, sustainable productivity, and distribution of aquatic resources for increased recreational fishing opportunity by evaluating the effects of federally funded, permitted, or authorized actions on aquatic systems and recreational fisheries and document those effects relative to the purpose of this order." The Proposed-Action Alternative would be consistent with this executive order regarding aquatic systems and recreational fisheries as it conserves aquatics systems through lower sediment yields (60% less) compared to the No-Action Alternative.

State of Idaho Governor's Bull Trout Plan

The following describes the mission from the Governor's Bull Trout Plan. Governor's Bull Trout Plan (State of Idaho 1996):

> *The mission of the plan is to "…maintain and or restore complex interacting groups of bull trout populations throughout their native range in Idaho.*

Bull trout do not persist as a reproducing population within the Coeur d'Alene River basin based on all the information available at the time of this EA development, rather they are recognized as historic in the drainage and their potential habitat is designated. In the Plan, under the Panhandle Basin (Appendix F- F6) identifies "the entire Coeur d'Alene River Drainage" as a key watershed for a bull trout metapopulation.

3.F.7. REFERENCES CITED IN THE AQUATICS ANALYSIS

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CHAPTER 4 – DOCUMENT REVIEW & DECISION

4.A. DOCUMENT REVIEW INFORMATION

This EA incorporates by reference the Project File (40 CFR 1502.21). The Project File contains Specialists' Reports and other technical documentation used to support the analysis and conclusions presented in this EA. The use of Specialists' Reports and the Project File meets provisions of the Council on Environmental Quality (CEQ) regulations to reduce NEPA paperwork (40 CFR 1500.4), to make environmental documents analytic rather than encyclopedic, and to keep EAs concise and no longer than absolutely necessary (40 CFR 1502.2). The objective is to furnish enough site-specific information to demonstrate a reasoned consideration of the environmental impacts of the alternatives without repeating detailed analysis and background information available elsewhere. The Project File is available for review upon request at the Fernan Office of the Coeur d'Alene River Ranger District (please contact Project Team Leader Don Garringer, 208-769-3005, to schedule a review).

Copies of this EA have been mailed to federal and state agencies, the Coeur d'Alene Indian Tribe, municipal offices, and anyone else who has indicated an interest in the project or has requested a copy of the document. The EA, Alternative Maps, and associated material are also available for review on the Idaho Panhandle National Forests' website for this travel planning project at: www.fs.fed.us/ipnf/cda/travelplan.

A legal ad announcing availability of this EA will be published in the newspaper of record (*Coeur d'Alene Press*). Although the minimum comment period is only 30 days, for this Travel Plan EA comments will be accepted for 60 days from the date of publication of the legal ad. This will ensure the public has ample time to review the document, discuss their concerns within their organizations or with others, and obtain any additional information they may need in order to provide substantive comment on the EA.

Within a few weeks of mailing out this document, the Forest Service will schedule one or more meetings to provide the public with an overview of the document, a thorough description of the Proposed-Action Alternative, and an opportunity to ask questions before providing comments.

Comments can be submitted several ways:

- Written comments may be **mailed** to the Coeur d'Alene River Ranger District - Fernan Office, 2502 East Sherman Avenue, Coeur d'Alene, Idaho 83814-5899 (Attn: Travel Planning).
- Written comments may be **faxed** to the Coeur d'Alene River Ranger District office, at (208) 769-3062.
- Written comments may also be **hand-delivered** to the District's Fernan Office (2502 East Sherman Avenue, Coeur d'Alene) or Silver Valley Office (173 Commerce Drive, Smelterville). Office hours are 7:30 a.m. to 4 p.m., Monday through Friday.
- Electronic comments may be submitted **electronically** (over the internet) to *comments-northern-idpanhandle-coeur-dalene@fs.fed.us*. The subject line must contain the name of the project for which you are submitting comments. Acceptable formats are MS Word, Word Perfect, or RTF.

Regardless of the method used to submit comments, it is the sender's responsibility to ensure timely receipt. Comments received, including names and addresses of those who comment, will be considered part of the public record and will be available for public inspection. Pursuant to 7 CFR, Part 1, Subpart B, Section 1.27(d), any person may request the agency to withhold a submission from the public record by showing how the Freedom of Information Act (FOIA) permits such confidentiality. Persons requesting such confidentiality should be aware that, under FOIA, confidentiality may be granted only in very limited circumstances, such as to protect trade secrets.

The Forest Service will inform the Requester of the agency's decision regarding the request for confidentiality and, where the request is denied, will return the submission and notify the requester that the comments may be resubmitted with or without name and address within 10 days.

All comments will be reviewed and considered. Response to comments will occur by one or more of the following means:

1. Modify the alternative(s)
2. Develop and evaluate new alternatives
3. Supplement or modify the analyses
4. Make factual corrections
5. Explain why no further response to the comment is warranted

Depending on which of these actions is taken, documentation may consist of a revised assessment that is circulated for public review, clarification in the decision document, an errata sheet attached to the decision document, or written response to specific comments as part of the decision document.

Following consideration of comments, a Decision Notice will be prepared that documents decisions made in association with travel management on the Coeur d'Alene River Ranger District. Those who have provided comments or otherwise indicated interest in the process will receive a copy of the decision document. A legal notice will then be published in the *Coeur d'Alene Press*, initiating the administrative review (appeal) period.

4.B. DECISION PROCESS

The District Ranger is the responsible official for this project. Given the purpose and need, the District Ranger will review the No-Action and Proposed-Action Alternatives and their associated environmental consequences, as well as comments from the public (including other agencies). The following decisions will then be made regarding designation of (snow free) motorized travel on the Coeur d'Alene River Ranger District:

- *Which roads and trails will be designated for public motorized use and displayed on the Motor Vehicle Use Map (MVUM)?*
- *What type of motorized uses will be allowed on designated roads and trails?*
- *Do seasonal restrictions need to be implemented on designated roads and trails and if so, where?*
- *What monitoring will be included for evaluating project implementation and effectiveness?*

Based on the results of the analysis disclosed in Chapter 3 and supporting information provided in the project files, a determination will be made as to whether a Finding of No Significant Impact (FONSI) is appropriate (40 CFR 1508.4, 1508.8). A FONSI briefly presents the reasons why an action will not have a significant effect on the human environment and for which an environmental impact statement therefore will not be prepared. The FONSI would then be distributed with the Decision Notice that reflects the conclusions drawn and decisions made from the analysis documented in the environmental assessment. All public travel planning documents will be posted on the internet at www.fs.fed.us/ipnf/cda/travelplan.

It is important to remember that the Decision Notice and associated alternative maps are intended only for review and comment - publication of a **Motor Vehicle Use Map (MVUM)** will complete the route designation process (see Appendix D, Implementation). Under the 2005 Travel Rule, the MVUM is the principle enforcement tool for motor vehicle regulations; the alternative maps should **not** be used as a guide to travel on the Coeur d'Alene River Ranger District.

For more information, please contact Project Team Leader Don Garringer at (208) 769-3005.

Acronyms and Glossary

>	greater than
<	less than
ATV	All-terrain vehicle*
BA	Biological Assessment
BE	Biological Evaluation
BLM	Bureau of Land Management
BMP	Best Management Practices*
CEQ	Council on Environmental Quality*
CFR	Code of Federal Regulations*
cfsm	Cubic feet per second per square mile (referring to water flow)
DEQ	Department of Environmental Quality
ESA	Endangered Species Act*
EA	Environmental Assessment
ECA	Equivalent Clearcut Acres
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
FAR	Functioning at risk (referring to watersheds)
FSH	Forest Service Handbook
FSM	Forest Service Manual
GA	Geographic Assessment
GIS	Geographic Information Systems*
HUC	Hydrologic Unit Code
ICBEMP	Interior Columbia Basin Ecosystem Management Project
IDFG	Idaho Department of Fish and Game
IDL	Idaho Department of Lands
IFPA	Idaho Forest Practices Act
IFTNP	Intermountain Forest Tree Nutrition Cooperative
INFS	Inland Native Fish Strategy
IPNF	Idaho Panhandle National Forests
MIS	Management Indicator Species*
NEPA	National Environmental Policy Act*
NFMA	National Forest Management Act
NFSL	National Forest Service Lands
NPFC	Not properly functioning condition (referring to watersheds)
OHV	Off-highway vehicle*
ORV	Off-road vehicle (see OHV)
PF	Project Files
PFC	Properly functioning condition (referring to watersheds)
Q2	Level of instantaneous discharge expected to occur on average of every 2 years (referring to watershed conditions)
Q50	Level of instantaneous discharge expected to occur on average of every 50 years (referring to watershed conditions)
Q100	Level of instantaneous discharge expected to occur on average of every 100 years (referring to watershed conditions)
RHCA	Riparian Habitat Conservation Area*
RMO	Riparian Management Objective
RNA	Research Natural Area*
ROS	Rain-on-snow*
SCA	Stream Channel Alteration (Act)
SMU	Streamside Management Unit
SMZ	Streamside Management Zone*
SPCC	Spill Prevention Control and Counter-measure (see Aquatics Appendix A)
SPS	Special project specifications
SWCP	Soil and Water Conservation Practices
TES	Threatened, Endangered and Sensitive
TMDL	Total Maximum Daily Load*
WQLS	Water Quality Limited Stream*
USFWS	United States Fish and Wildlife Service
UTV	Utility type vehicle*

** These terms are defined in the Glossary below.*

All-Terrain Vehicle (ATV). Any recreational vehicle with three or more tires, weighing under 850 pounds, 50 inches or less in width, having a wheelbase of 61 inches or less, traveling on low pressure tires, and having handle-bar steering and a seat designed to be straddled by the operator. (FSH 2309.18.05)

Annual Maintenance. Work performed to maintain serviceability, or repair failures during the year in which they occur. Includes preventive and/or cyclic maintenance performed in the year in which it is scheduled to occur. Unscheduled or catastrophic failures of components or assets may need to be repaired as a part of annual maintenance. (Financial Health - Common Definitions for Maintenance and Construction Terms, July 22, 1998)

Area. A discreet, specifically delineated space that is smaller and in most cases much smaller, than a Ranger District. (36 CFR 212.1, 36 CFR 261.2)

Arterial Road (1). A road that provides for relatively high travel speeds and minimum interference to through movement. (AASHTO, 2001, A Policy on Geometric Design of Highways and Streets)

Arterial Road (2). A forest road that provides service to large land areas and usually connects with other arterial roads or public highways. (FSH 7709.54, no longer in print)

Best Management Practices (BMPs). Practices determined by the State of Idaho Department of Environmental Quality to be the most effective and practical means of preventing or reducing the amount of pollution generated by non-point sources.

Collector Road (1). A road that serves predominant travel distances shorter than arterial roads at more moderate speeds. (AASHTO, 2001, A Policy on Geometric Design of Highways and Streets)

Collector Road (2). A forest road that serves smaller land areas than an arterial road. Usually connects forest arterial roads to local forest roads or terminal facilities. (FSH 7709.54, no longer in print)

Council on Environmental Quality. An advisory council to the President, established by the National Environmental Policy Act of 1969. It reviews Federal programs for their effect on the environment, conducts environmental studies, and advises the President on environmental matters.

Critical Habitat. Specific areas designated by the US Fish and Wildlife Service or National Marine Fisheries Service (under the Endangered Species Act) within a geographic area occupied by a threatened or endangered species, on which are found physical or biological features essential to conservation of the species. These areas may require special management consideration or protection, and can also include specific areas outside the occupied area that are deemed essential for conservation.

Cross-country Motor Vehicle Use. Motorized travel is considered cross-country when a motorized vehicle (except over-snow vehicles on snow) is more than 300 feet from a designated road and 100 feet from a designated trail.

Cumulative Effects. Impacts on the environment that result from the incremental impact of an action when added to other past, present, and reasonably foreseeable future actions. Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time.

Cyclic Maintenance. Preventive maintenance activities that recur on a periodic and scheduled cycle. (Financial Health - Common Definitions for Maintenance and Construction Terms, July 22, 1998)

Deferred Maintenance. Maintenance that was not performed when it should have been or when it was scheduled and which, therefore, was put off or delayed for a future period. When allowed to accumulate without limits or consideration of useful life, deferred maintenance leads to deterioration of performance, increased costs to repair, and decrease in asset value. Deferred maintenance needs may be categorized as critical or non-critical at any point in time. Continued deferral of non-critical maintenance will normally result in an increase in critical deferred maintenance. Code compliance (e.g. life safety, ADA, OSHA, environmental, etc.), Forest Plan Direction, Best Management Practices, Biological Evaluations other regulatory or Executive Order compliance requirements, or applicable standards not met on schedule are considered deferred maintenance. (Financial Health - Common Definitions for Maintenance and Construction Terms, July 22, 1998)

Designated road, trail, or area. A National Forest System road, a National Forest System trail, or an area on National Forest System lands that is designated for motor vehicle use pursuant to 36 CFR 212.51 on a motor vehicle use map. (36 CFR 212.1)

Developed Recreation. Recreation that requires facilities that in turn result in concentrated use of an area; for example, a campground or ski resort.

Dispersed Recreation. Recreation that does not occur in a developed recreation setting, such as hunting, scenic driving, or backpacking.

Easement (1). A type of special use authorization (usually granted for linear rights-of-way) that is utilized in those situations where a conveyance of a limited and transferable interest in National Forest System land is necessary or desirable to serve or facilitate authorized long-term uses, and that may be compensable according to its terms. (36 CFR 251.51)

Easement (2). An interest in real property that conveys a right to use a portion of an owner's property or a portion of an owner's rights in the property. (23 CFR 710.105)

Easement (3). An interest in land owned by another party that entitles the holder to a specific limited use or enjoyment. (FSM 5460.5)

Endangered Species. Designated by the US Fish & Wildlife Service or National Marine Fisheries Service, an animal or plant species that has been given federal protection status because it is in danger of extinction throughout all or a significant portion of its natural range.

Endangered Species Act (ESA). An act passed by Congress in 1973 intended to protect species and subspecies of plants and animals that are of "aesthetic, ecological, educational, historical, recreational, and scientific value." It may also protect the listed species' critical habitat, the geographic area occupied by or essential to the species. The US Fish & Wildlife Service and National Marine Fisheries Service share authority to list endangered species, determine critical habitat, and develop species' recovery plans.

Forest Road or Trail. A road or trail wholly or partly within or adjacent to and serving the National Forest System that the Forest Service determines is necessary for the protection, administration and utilization or the National Forest System and the use and development of its resources. (36CFR 212.1, 36 CFR 251.5, 36 CFR 261.2)

Forest Transportation System. The system of National Forest System roads, National Forest System Trails, and airfields on National Forest System lands. (36 CFR 212.1)

Forest Transportation System Management. The planning, inventory, analysis, classification, record keeping, scheduling, construction, reconstruction, maintenance, decommissioning, and other operations undertaken to achieve environmentally sound, safe, cost-effective, access for use, protection, administration, and management of National Forest System lands. (FSM 7705)

Geographic Information System (GIS). A computer system that stores and uses spatial (mappable) data.

Goal. As Forest Plan management direction, a goal is a concise statement that helps describe a desired condition, or how to achieve that condition. Goals are typically expressed in broad, general terms that are timeless, in that there are no specific dates by which the goals are to be achieved. Goal statements form the basis from which objectives are developed.

Guideline. As Forest Plan management direction, a guideline is a preferred or advisable course of action generally expected to be carried out.

Habitat. A place that provides seasonal or year-round food, water, shelter and other environmental conditions for an organism, community, or population of plants or animals.

Habitat Security. The protection inherent in any situation that allows big game to remain in a defined area despite an increase in stress or disturbance associated with the hunting season or other human activity. The components of security may include but are not limited to: vegetation, topography, road density, general accessibility, hunting season timing and duration, and land ownership.

Hardening. Used in the context of facility management, hardening refers to improvements, usually to the surfacing of roads, trails, campsite areas, and facility access areas, to reduce soil erosion and/or sedimentation in nearby watercourses. These improvements can improve paving, gravel surfacing, or a number of other soil stabilization products and techniques.

Hibernacula. Plural of **hibernaculum.** Places where bats hibernate during the winter.

Highway-Legal Vehicle. Any motor vehicle that is licensed or certified under State law for general operation on all public roads within the state. (FSM 7705)

Heavy maintenance. Work usually done by highway agencies in repairing damage normally expected from seasonal and occasionally unusual natural conditions or occurrences. It includes work at a site required as a direct result of a disaster which can reasonably be accommodated by a State or local road authority's maintenance, emergency or contingency program. (23 CFR 668)

Hydrologic. Refers to the properties, distribution, and effects of water. "Hydrology" is the study of water; its occurrence, circulation, distribution, properties and reactions with the environment.

Hydrologic Unit Code (HUC). A hierarchal coding system developed by the US Geological Service to map geographic boundaries of watersheds of various sizes.

Indicator. In effects analysis, a way or device for measuring effects from management alternatives on a particular resource, issue or concern.

Infrastructure. The facilities, utilities, and transportation systems needed to meet public and administrative needs.

Integrated Weed Management. A multi-disciplinary, ecological approach to managing weed infestations involving the deliberate selection, integration, and implementation of effective weed control measures with the consideration of economic, ecological, and sociological consequences.

Local Road (1). A road that primarily provides access to land adjacent to collector roads over relatively short distances at low speeds. (AASHTO, 2001, A Policy on Geometric Design of Highways and Streets)

Local Road (2). A forest road that connects terminal facilities with forest collector, forest arterial or public highways. Usually forest local roads are single purpose transportation facilities. (FSH 7709.54, no longer in print)

Low-Volume Road. A road that has an average daily traffic of 400 or less. (AASHTO, 2001, Guidelines for Geometric Design of Very Low-Volume Local Roads)

Maintenance (1). The preservation of the entire highway, including surface, shoulders, roadsides, structures and such traffic-control devices as are necessary for its safe and efficient utilization. (USC Title 23, Section 101[a])

Maintenance (2). The upkeep of the entire forest transportation facility including surface and shoulders, parking and side areas, structures, and such traffic-control devices as are necessary for its safe and efficient utilization. (36 CFR 212.2[i])

Maintenance (3). The act of keeping fixed assets in acceptable condition. It includes preventive maintenance normal repairs; replacement of parts and structural components, and other activities needed to preserve a fixed asset so that it continues to provide acceptable service and achieves its expected life. Maintenance excludes activities aimed at expanding the capacity of an asset or otherwise upgrading it to serve needs different from, or significantly greater than those originally intended. Maintenance includes work needed to meet laws, regulations, codes, and other legal direction as long as the original intent or purpose of the fixed asset is not changed. (Financial Health - Common Definitions for Maintenance and Construction Terms, July 22, 1998)

Maintenance Levels. Defines the level of service provided by, and maintenance required for a specific road or trail, consistent with management objectives and maintenance criteria. (FSH 7709.58, 12.3). See also Maintenance Levels 1 through 5 and Trail Maintenance Levels 0 through III.

Example of Maintenance Level 1 (Road 990).

Maintenance Level 1. Assigned to intermittent service roads during the time they are closed to vehicular traffic. The closure period must exceed 1 year.

Basic custodial maintenance is performed to keep damage to adjacent resources to an acceptable level and to perpetuate the road to facilitate future management activities. Emphasis is normally given to maintaining drainage facilities and runoff patterns.

Planned road deterioration may occur at this level. Appropriate traffic management strategies are "prohibit" and "eliminate."

Roads receiving level 1 maintenance may be of any type, class or construction standard, and may be managed at any other maintenance level during the time they are designated for motorized use traffic. However, while being maintained at level 1, they are not designated for motorized traffic, but may be suitable for nonmotorized uses. (FSH 7709.58, 12.3)

Example of Maintenance Level 2 (Road 6300).

Maintenance Level 2. Assigned to roads designated for use by high-clearance vehicles. Passenger car traffic is not a consideration. Traffic is normally minor, usually consisting of one or a combination of administrative, permitted, dispersed recreation, or other specialized uses. Log haul may occur at this level. Appropriate traffic management strategies are either to (1) discourage or prohibit passenger cars or (2) accept or discourage high clearance vehicles. (FSH 7709.58, 12.3)

Maintenance Level 3. Assigned to roads designated and maintained for travel by a prudent driver in a standard passenger car. User comfort and convenience are not considered priorities. Roads in this maintenance level are typically low speed, single lane with turnouts and spot surfacing. Some roads may be fully surfaced with either native or processed material. Appropriate traffic management strategies are either "encourage" or "accept." "Discourage" or "prohibit" strategies may be employed for certain classes of vehicles or users. (FSH 7709.58, 12.3)

Example of Maintenance Level 3 (Road 1532).

Maintenance Level 4. Assigned to roads that provide a moderate degree of user comfort and convenience at moderate travel speeds. Most roads are double lane and aggregate surfaced. However, some roads may be single lane. Some roads may be paved and/or dust abated. The most appropriate traffic management strategy is "encourage." However, the "prohibit" strategy may apply to specific classes of vehicles or users at certain times. (FSH 7709.58, 12.3)

Examples of Maintenance Level 4 (Road 332, top; Road 438, bottom).

Example of Maintenance Level 5 (Road 209).

Management Indicator Species (MIS). Representative species whose habitat conditions or population changes are used to assess the impacts of management activities on similar species in a particular area. MIS are generally presumed to be sensitive to habitat changes.

Mitigate. To avoid, minimize, reduce, eliminate, rectify, or compensate for impacts or degradation that might otherwise result from management actions.

Monitoring. The process of collecting information to evaluate if objectives and anticipated results of a management plan are being realized, or if implementation is proceeding as planned.

Motor Vehicle. Any vehicle which is self-propelled, other than: A vehicle operated on rails; and any wheelchair or mobility device, including one that is battery-powered, that is designed solely for use by a mobility-impaired person for locomotion, and that is suitable for use in an indoor pedestrian area. (36 CFR 212.1, 36 CFR 261.2)

Motor Vehicle Use Map. A map reflecting designated roads, trails, and areas on an administrative unit or a Ranger District of the National Forest System. (36 CFR 212.1)

Motorized Mixed Use. Designation of a National Forest System Road for use by both highway-legal and non-highway-legal motor vehicles. (FSM 7705)

Natal. Used in the wildlife analysis, referring to an animal's birth.

National Environmental Policy Act (NEPA) procedures. The rules, policies, and procedures governing agency compliance with the National Environmental Policy Act set forth in 50 CFR parts 1500-1508, 7 CFR part 1b, Forest Service Manual Chapter 1950, and Forest Service Handbook 1909.15. (36 CFR 251.51)

National Forest System (land). All lands, waters, or interests therein administered by the Forest Service. (36 CFR 251.51). As defined in the Forest Rangeland Renewable Resources Planning Act, the ``National Forest System'' includes all National Forest lands reserved or withdrawn from the public domain of the United States, all National Forest lands acquired through purchase, exchange, donation, or other means, the National Grasslands and land utilization projects administered under title III of the Bankhead-Jones Farm Tennant Act (50 Stat. 525, 7 U.S.C. 1010-1012), and other lands, waters or interests therein which are administered by the Forest Service or are designated for administration through the Forest Service as a part of the system. (36 CFR 212.1)

National Forest System Road. A forest road other than a road which has been authorized by a legally documented right-of-way held by a State, county or other local public road authority. (36 CFR 212.1, 36 CFR 251.51, 36 CFR 261.2)

National Forest System Trail. A forest trail other than a trail which has been authorized by a legally documented right-of-way held by a State, county or other local public road authority. (36 CFR 212.1)

Nest Failure. When birds nest, but do not produce young that fledge (fly away from the nest).

Nest Parasite. A bird which seeks out and finds the nest of another species, then lays one or more eggs in the other species' nest, to be hatched and raised by the other species.

Noxious Weed. A state-designated plant species that causes negative ecological and economic impacts to both agricultural and other lands within the state.

Off-Highway Vehicle. Any motorized vehicle designed for or capable of cross country travel on or immediately over land, water, sand, snow, ice, marsh, swampland, or other natural terrain (36 CFR 212.1); except that term excludes (A) any registered motorboat, (B) any fire, military, emergency or law enforcement vehicle when used for emergency purposes, and any combat or combat support vehicle when used for national defense purposes, and (C) any vehicle whose use is expressly authorized by the respective agency head under a permit, lease, license, or contract. (EO 116-44 as amended by EO 11989; and FSM 2355. 01 - Exhibit 01).

Off-Road Vehicle. Synonymous with off-highway vehicle. (FSM 7709.55 34)

Open to Public Travel (1). The road section is available, except during scheduled periods, extreme weather or emergency conditions, passable by four-wheel standard passenger cars, and open to the general public for use without restrictive gates, prohibitive signs, or regulation other than restrictions based on size, weight, or class of registration. Toll plazas of public toll roads are not considered restrictive gates. (23 CFR 460.2)

Open to Public Travel (2). Except during scheduled periods, extreme weather conditions, or emergencies, open to the general public for use with a standard passenger auto, without restrictive gates or prohibitive signs or regulations, other than for general traffic control or restrictions based on size, weight, or class of registration. (23 CFR 660.103)

Operational Maintenance Level. The maintenance level currently assigned to a road considering today's needs, road condition, budget constraints, and environmental concerns. It defines the level to which the road is currently being maintained. (FSH 7709.58, 12.3)

Over-snow Vehicle. A motor vehicle that is designed for use over snow and that runs on a track or tracks and/or ski or skis, while in use over snow.

Passenger Cars. These include passenger cars of all sizes, sport/utility vehicles, minivans, vans and pickup trucks. (AASHTO, 2001, A Policy on Geometric Design of Highways and Streets)

Primitive. A Recreation Opportunity Spectrum classification for areas characterized by an essentially unmodified natural environment of fairly large size. Interaction between users is very low and evidence of other users is minimal. The area is managed to be essentially free from evidence of human-induced restrictions and controls. Motorized use within the area is not permitted.

Private Road. A road under private ownership authorized by easement to a private party, or a road which provides access pursuant to a reserved or private right. (FS-643, Roads Analysis; Informing Decisions About Managing the National Forest Transportation System, August 1999.)

Professional Judgment. Intuitive conclusions and predictions dependent upon training; interpretation of facts, information, observations, and/or personal knowledge.

Public Agency. Any organization with administrative or functional responsibilities which are directly or indirectly affiliated with a governmental body of any nation, State, or local jurisdiction. (23 CFR 635.102)

Public Road. Any road or street under the jurisdiction of and maintained by a public authority and open to public travel. (23 USC 101)

Qualified Engineer (1). An engineer who by experience, certification, education, or license is technically trained and experienced to perform the engineering tasks specified and is designated by the Director of Engineering of the Regional Office. (FSM 7705)

Qualified Engineer (2). Engineers performing an engineering analysis of motorized mixed use proposals should generally have the following knowledge, experience, and training (FSH 7709.55, Section 30.03):

- *Knowledge and understanding of FSH 7709.55, Chapter 30. (EM-7700-30, Guidelines for Engineering Analysis of Motorized Mixed Use on National Forest System Roads, is the appropriate reference until Chapter 30 is issued as a final directive)*
- *Knowledge and understanding of Forest Service regulations concerning use of motor vehicles on National Forest System Roads, including 36 CFR part 212.*
- *Knowledge and understanding of applicable Federal, state, and local laws and regulations concerning use of motor vehicles on public roads within the state.*
- *Experience in transportation management, including planning, road design, operation, and maintenance.*
- *Knowledge of operational characteristics of the vehicles being considered (some OHV's respond differently on paved surfaces than do vehicles designed for highway driving).*
- *Specialized training in transportation management, traffic engineering, or road safety related courses, such as training on the Manual on Uniform Traffic Control Devices, accident investigation training, road safety audit training, or other training related to motorized mixed use.*

Recreation Opportunity Spectrum (ROS). A framework for stratifying and defining classes of outdoor recreation environments, activities, and experience opportunities. The settings, activities, and opportunities for obtaining experiences are divided into six classes – primitive, semiprimitive nonmotorized, semiprimitive motorized, roaded natural, rural, and urban.

Research Natural Area (RNA). An area in as near a natural condition as possible, which exemplifies typical or unique vegetation and associated biotic, soil, geologic, and aquatic features. The area is set aside to preserve a representative sample of an ecological community primarily for scientific and educational purposes; commercial and general public use is not allowed.

Responsible Official. The Forest Service employee who has the authority to select and/or carry out a specific planning action.

Right-of-Way (1). Land authorized to be used or occupied for the construction, operation, maintenance and termination of a project or facility passing over, upon, under or through such land. (36 CFR 251.51)

Right-of-Way (2). A privilege or right to cross over or use the land of another party for egress and ingress such as roads, pipelines, irrigation canals, or ditches. The right-of-way may be conveyed by an easement, permit, license, or other instrument. (FSM 5460.5)

Road (1). A motor vehicle route over 50 inches wide, unless identified and managed as a trail. (36 CFR 212.1)

Road (2). A general term denoting a facility for purposes of travel by vehicles greater than 50 inches width. Includes only the area occupied by the road surface and cut and fill slopes. (FSM 2355.05)

Road Construction. Activity that results in the addition of forest classified or temporary road miles. (36 CFR 212.1; FSM 7705)

Road Decommissioning. Activities that result in the stabilization and restoration of unneeded roads to a more natural state. (36 CFR 212.1)

Road Improvement. Activity that results in an increase of an existing road's traffic service level, expands its capacity, or changes its original design function. (FSM 7705)

Road Maintenance. The ongoing upkeep of a road necessary to retain or restore the road to the approved road management objective. (FSM 7705)

Road Management. The combination of both traffic and maintenance management operations. Traffic management is the continuous process of analyzing, controlling, and regulating uses to accomplish National Forest objectives. Maintenance management is the perpetuation of the transportation facility to serve intended management objectives.

Road Management Objectives. Defines the intended purpose of an individual road based on management area direction and access management objectives. Road management objectives contain design criteria, operation criteria, and maintenance criteria. (FSH 7709.55, 33)

Road Obliteration. Road decommissioning technique used to eliminate the functional characteristics of a travelway and establish the natural resource production capability. The intent is to make the corridor unusable as a road or trail and stabilize it against soil loss, which can involve recontouring and restoring natural slopes.

Road Realignment. Activity that results in a new location of an existing road or portions of an existing road and treatment of the old roadway. (FSM 7705)

Road Reconstruction. Activity that results in a Road Improvement or Road Realignment of an existing classified road. (FSM 7700)

Roaded Natural. A Recreation Opportunity Spectrum classification for areas characterized by a predominantly natural or natural-appearing environment with moderate evidence of the sights and sounds of people. Such evidence usually harmonizes with the natural environment. Interaction between users may be moderate to high, with evidence of other users prevalent. Resource modification and utilization practices are evident, but harmonize with the natural environment. Conventional motorized use is allowed and incorporated into construction standards and design of facilities.

Routine Maintenance. Work that is planned to be accomplished on a continuing basis, generally annually or more frequently. (FSH 7709.58, 13.41) "Other Than Routine" Maintenance is work that can be deferred without loss of road serviceability, until such time that the work can be economically or efficiently performed. The frequency of such work is generally longer than a year. (FSH 7709.58, 13.41)

Rural. Recreation Opportunity Spectrum classification for areas characterized by a natural environment that has been substantially modified by development of structures, vegetative manipulation, or pastoral agricultural development. Resource modification and utilization practices may be used to enhance specific recreation activities and to maintain vegetative cover and soil. Sights and sound of humans are readily evident, and the interaction between users is often moderate to high. A considerable number of facilities are designed for use by a large number of people. Facilities are often provided for special activities. Moderate user densities are present away from developed sites. Facilities for intensified motorized use and parking are available.

Scoping. The process the Forest Service uses to determine, through public involvement, the range of issues that the planning process should address.

Semiprimitive Motorized. Recreation Opportunity Spectrum classification for areas characterized by predominantly natural or natural-appearing environment of moderate to large size. Concentration of users is low, but there is often evidence of other users. The area is managed in such a way that minimum on-site controls and restrictions may be present, but would be subtle. Motorized use of primitive roads with predominantly natural surfaces and trails suitable for motorcycles is usually permitted.

Semiprimitive Nonmotorized. Recreation Opportunity Spectrum classification for areas characterized by predominantly natural or natural-appearing environment of moderate to large size. Interaction between users is low, but there is often evidence of other users. The area is managed in such a way that minimum on-site controls and restrictions may be present, but would be subtle. Motorized recreation use is not permitted, but primitive roads used for other resource management activities may be present on a limited basis. Use of such roads may be restricted to minimize impacts on recreational experience opportunities or other resources.

Sensitive Species. A Forest Service or Bureau of Land Management designation, sensitive plant and animal species are selected by the Regional Forester or BLM State Director because population viability may be a concern, as evidenced by a current or predicted downward trend in population numbers or density, or a current or predicted downward trend in habitat capability that would reduce a species' existing distribution. Sensitive species are not addressed in or covered by the Endangered Species Act.

Signs and Traffic Control. Signs and traffic control components include regulatory, warning, and directional signs; painted traffic striping; road markers; mile point markers; guardrails; gates; and other similar facilities included as part of the transportation system.

Special-Use Authorization. A permit, term permit, lease, or easement that allows occupancy or use rights or privileges on National Forest System lands. (36 CFR 261.2)

Special-Use Permit. A special-use authorization that provides permission without conveying an interest in land, to occupy and use National Forest System lands or facilities for specific purposes, and which is both revocable and terminable.

Temporary Road. Road authorized by contract, permit, lease, other written authorization, or emergency operation not intended to be a part of the forest transportation system and not necessary for long-term resource management. (36 CFR 212.1; FSM 7705)

Termini. Plural of **terminus.** The end of a route.

Threatened Species. Designated by the US Fish & Wildlife Service or National Marine Fisheries Service; a plant or animal species given federal protection because it is likely to become endangered throughout all or a specific portion of its range within the foreseeable future.

Total Maximum Daily Load (TMDL). TMDL is the sum of waste load allocations for point sources, nonpoint sources, natural background, and a margin of safety. A TMDL specifies the amount of a pollutant that needs to be reduced to meet water quality standards set by the state.

Trail. A route 50 inches or less in width or a route over 50 inches wide that is identified and managed as a trail.

Trail Maintenance Level. Maintenance and/or repair of a designated trail consistent with National Activity Structure Handbook Code AT12.

Trail Maintenance Level 0. All available and usable system trails included in the National Activity Structure Handbook Code AT12 that are not maintained in a given year (i.e., not included in Code AT23).

Trail Maintenance Level I. ("Opening") Minimal amount of clearing, route marking, structure repair and drainage to provide for usability, user safety and resource protection. Generally includes little or no tread work or structure rehabilitation.

Trail Maintenance Level II. ("Normal" maintenance) Intermediate level of clearing, signing and route marking, structure repair and drainage. Includes moderate amounts of tread repair, brushing, and rehabilitation of drainage structures.

Trail Maintenance Level I. ("Heavy" maintenance) Significant amounts of clearing of obstacles, sign and route marker replacement, structure repair, rehabilitation or replacement of drainage structures and cribbing, heavy brushing and tread repair up to 30% of the average cost of new construction.

Travel Management. The integrated planning of and providing for appropriate movement of people and products to and through National Forest System lands.

Travel Route. A road, river or trail, that is open for use by members of the general public. (36 CFR 292.21)

Traveled Way. The portion of the roadway used for the movement of vehicles, exclusive of shoulders and auxiliary lanes. (AASHTO, 2001, A Policy on Geometric Design of Highways and Streets).

Unauthorized Road or Trail. A road or trail that is not a forest road or trail or a temporary road or trail and that is not included in a forest transportation atlas. (36 CFR 212.1). Unauthorized roads are categorized into two types and recorded in the SYSTEM linear event in the Infra Travel Routes database. The two types are: **Undetermined.** Roads where long term purpose and need has yet to be determined, and **Not Needed.** Roads not needed for long-term management of national forest resources as determined through an appropriate planning document. (Travel Routes National Data Dictionary for Roads)

Urban. Recreation Opportunity Spectrum classification for areas characterized by a substantially urbanized environment, although the background may have natural-appearing elements. Renewable resource modification and utilization practices are often used to enhance specific recreational activities. Vegetative cover is often exotic and manicured. Sights and sounds of humans are predominant on the site. Large numbers of users can be expected both on the site and in nearby areas. Facilities for highly intensified motor use and parking are available with some forms of mass transit often available to carry people throughout the site.

User-created Route. A route that has appeared on National Forest System land without Forest Service authorization. These routes were constructed through use and have no engineered features or drainage structures.

Utility Type Vehicle (UTV). Any recreational motor vehicle other an an ATV, motorbike, or snowmobile, designed for and capable of travel over designated unpaved roads, traveling on four or more low-pressure tires, maximum weight less than 2,000 pounds, and having a wheelbase of 94 inches or less (does not include golf carts or vehicles specially designed to carry a disabled person).

Vehicle. Any device in, upon, or by which any person or property is or may be transported, including any frame, chassis, or body of any motor vehicle, except devices used exclusively upon stationary rails or tracks. (36 CFR 261.2)

Water Quality Limited Water Bodies. Denotes streams or other water bodies not meeting state Water Quality standards. For purposes of Clean Water Act listing, these are waters that will not meet standards even with application of required effluent limitations.

Wheelchair or Mobility Device. A device, including one that is battery—powered, that is designed solely for use by a mobility-impaired person for locomotion, and that is suitable fur use in an indoor pedestrian area. A person whose disability requires use of a wheelchair or mobility device may use a wheelchair or mobility device that meets this definition anywhere foot travel is permitted (Title V, sec. 507c, of the Americans with Disabilities Act).

APPENDIX A
Public Involvement & Collaboration

Introduction

One of the first steps the Forest Service took in initiation of this project was to develop a Public Involvement and Collaboration Plan (PF Doc. PIC-69) to inform and engage key audiences throughout the six planning steps of Travel Plan development. The goal of public involvement and collaboration was to gain focused recommendations from the public regarding travel routes on the Coeur d'Alene River Ranger District that could be used to develop a new Travel Plan that is consistent with NEPA, Forest policy, and other legal requirements within the assigned timeframe. The public involvement and collaboration plan is a six-stage process:

*Stage 1 – **Set the stage** by identifying those who have an interest in the proposal, and of those, who would be needed to make a collaborative effort credible and successful.*

*Stage 2 – **Initiate contacts** with employees and the public to determine their interest and share information regarding the proposal and process.*

*Stage 3 – **Collaborate** with the public to develop a proposed action.*

*Stage 4 – **Scope** employees and the public to ensure that issues and concerns have been addressed by the Proposed Action, and to determine whether there are any other viable alternatives.*

*Stage 5 – Provide copies of the **NEPA document** and initiate dialogue with employees and the public to ensure their understanding of the analysis and to help focus their review and comments.*

*Stage 6 – Provide copies of the **decision document** and make the presentations necessary to employees and the public to ensure their understanding of the decision, and how it will be implemented.*

With distribution of this environmental assessment, the first four stages are complete as described below. Distribution of this environmental assessment to the public is the beginning of Stage 5 (Review of the Environmental Assessment). Stage 6 (Issuing a decision) should be completed by early summer 2008.

Setting the Stage

A wide range of potentially-affected and interested parties were identified as potentially having an interest in travel planning, including Forest Service staff, agencies and government officials, federally recognized tribal groups, media, special interest groups, and the general public.

Agencies, government and tribal officials.

Bonneville Power Administration
Coeur d'Alene Tribe
East Shoshone Highway District
East Shoshone Water District
Idaho Department of Environmental Quality
Idaho Department of Fish and Game
Idaho Department of Lands
Idaho Department of Parks and Recreation
Idaho State Preservation Office
Kootenai County Commissioners
Kootenai County Local Emergency Planning Commission
Kootenai County Noxious Weed Control Board
Offices of Idaho State Senators and Representatives
Office of the Governor of Idaho
Shoshone County Commissioners
Shoshone County Noxious Weed Control Board
USDI Bureau of Land Management
USDI Fish and Wildlife Service (Spokane, WA and Boise, ID)

A web page was developed to share travel planning information with the public (www.fs.fed.us/r1/ipnf/projects/travel_plan). Copies of management direction that would guide the travel planning process (including the 2004 "Off-Highway Vehicle Use on National Forests: Volume and Characteristics of Visitors" and the 2005 Travel Rule as published in the Federal Register) were posted to the project web page for public perusal.

Initiating Contacts

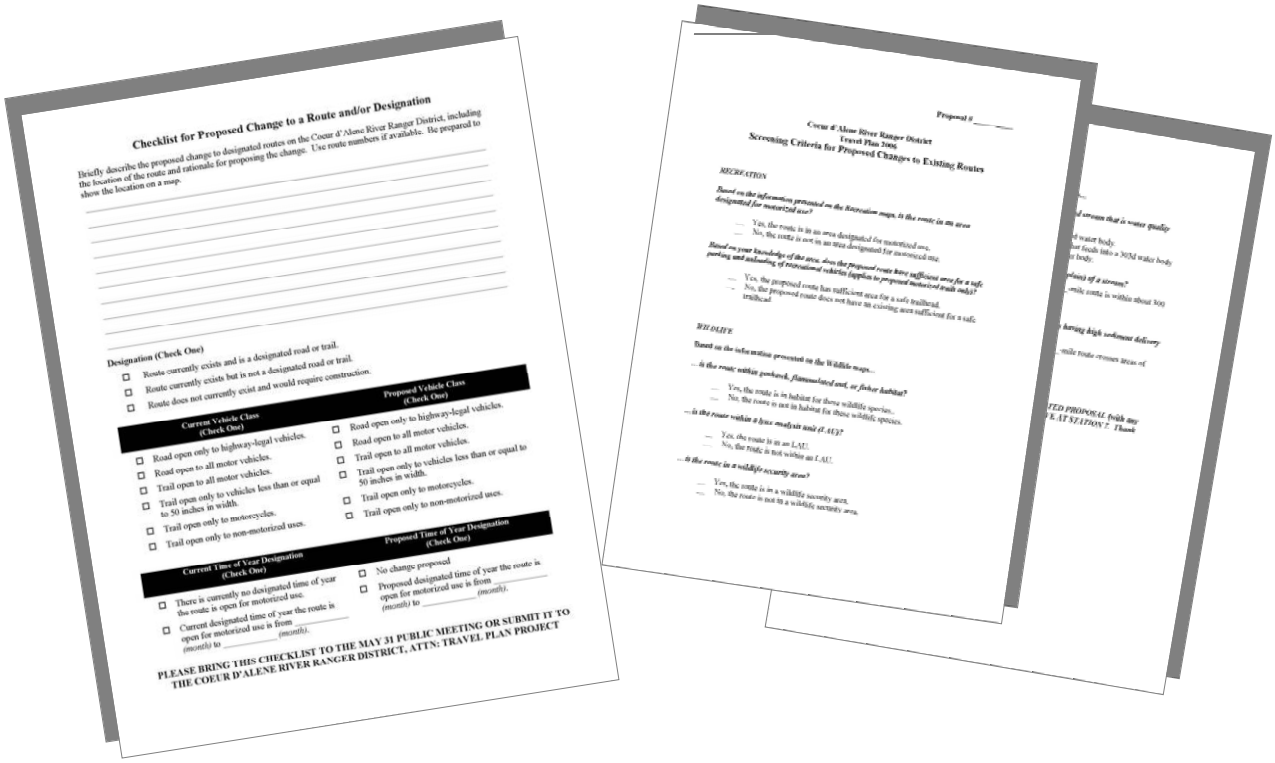
A variety of tools was used to reach each segment of the public. In April 2006, a public initiation letter was mailed to 318 addresses, introducing the project, providing a timeline of key checkpoints in the process, and announcing upcoming open-house meetings (PF Doc. PIC-06). The same information was emailed to 17 people. The initiation letter also provided a registration slip for the recipient to return to indicate whether they wanted to remain on the project mailing list, as well as a comment sheet to provide suggestions for meetings and other facets of the public involvement process (PF Doc. PIC-06).

Of the letters sent, 251 did not respond, and there were 15 returned as undeliverable (PF Doc. PIC-07). Three people indicated they did not want to remain on the project mail list. Thirty people indicated they wanted to stay on the mail list, while an addition 19 indicated interest and provided suggestions regarding meetings (time, place, frequency, duration, agendas, etc.).

Collaborating with the Public

Early collaboration allowed people interested in travel planning on the Coeur d'Alene River Ranger District to share information and identify concerns, and was a beginning point from which to develop alternatives. Collaboration was accomplished primarily through several open-house meetings held in Coeur d'Alene and Cataldo, Idaho. Prior to each meeting, information was distributed through the media, flyers, letters, emails, and personal contacts.

The public was asked to provide comments or identify routes they would like to be added to or eliminated from the map of potential routes. The process focused on changes to the existing travel system. As discussed below, each proposal went through a two-level screening process. The first screen could be done by the person submitting the proposal, or by a member of the project team.



Checklist for Proposed Change to a Route and/or Designation

Briefly describe the proposed change to designated routes on the Coeur d'Alene River Ranger District, including the location of the route and rationale for proposing the change. Use route numbers if available. Be prepared to show the location on a map.

Designation (Check One)

- ☐ Route currently exists and is a designated road or trail.
- ☐ Route currently exists but is not a designated road or trail.
- ☐ Route does not currently exist and would require construction.

Current Vehicle Class (Check One)	Proposed Vehicle Class (Check One)
☐ Road open only to highway-legal vehicles.	☐ Road open only to highway-legal vehicles.
☐ Road open to all motor vehicles.	☐ Road open to all motor vehicles.
☐ Trail open to all motor vehicles.	☐ Trail open to all motor vehicles.
☐ Trail open only to vehicles less than or equal to 50 inches in width.	☐ Trail open only to vehicles less than or equal to 50 inches in width.
☐ Trail open only to motorcycles.	☐ Trail open only to motorcycles.
☐ Trail open only to non-motorized uses.	☐ Trail open only to non-motorized uses.

Current Time of Year Designation (Check One)	Proposed Time of Year Designation (Check One)
☐ There is currently no designated time of year the route is open for motorized use.	☐ No change proposed
☐ Current designated time of year the route is open for motorized use is from _____ (month) to _____ (month).	☐ Proposed designated time of year the route is open for motorized use is from _____ (month) to _____ (month).

PLEASE BRING THIS CHECKLIST TO THE MAY 31 PUBLIC MEETING OR SUBMIT IT TO THE COEUR D'ALENE RIVER RANGER DISTRICT, ATTN: TRAVEL PLAN PROJECT

Proposal # _____

Coeur d'Alene River Ranger District
Travel Plan 2006
Screening Criteria for Proposed Changes to Existing Routes

RECREATION

Based on the information presented on the Recreation maps, is the route in an area designated for motorized use?

— Yes, the route is in an area designated for motorized use.
— No, the route is not in an area designated for motorized use.

Based on your knowledge of the area, does the proposed route have sufficient area for a safe parking and unloading of recreational vehicles (applies to proposed motorized trails only)?

— Yes, the proposed route has sufficient area for a safe trailhead.
— No, the proposed route does not have an existing area sufficient for a safe trailhead.

WILDLIFE

Based on the information presented on the Wildlife maps...

...is the route within goshawk, flammulated owl, or fisher habitat?

— Yes, the route is in habitat for these wildlife species.
— No, the route is not in habitat for these wildlife species.

...is the route within a lynx analysis unit (LAU)?

— Yes, the route is in an LAU.
— No, the route is not within an LAU.

...is the route in a wildlife security area?

— Yes, the route is in a wildlife security area.
— No, the route is not in a wildlife security area.

The second screening was done by an extended team of resource specialists, considering various design criteria such as existing use patterns, safety, user conflicts, user needs, natural resource conditions, wildlife use patterns, and threatened and endangered species. The result of these screening efforts was a first draft of recommended routes open to public motorized uses on the Coeur d'Alene River Ranger District.

April 27, 2006 – Coeur d'Alene, Idaho: Flyers announcing the upcoming April open-house meeting in Coeur d'Alene were posted at 41 locations in Coeur d'Alene, Hayden, Kellogg, Kingston, Osburn, Pinehurst, Post Falls, Prichard, Rose Lake, Smelterville, and Wallace, Idaho (PF Doc. PIC-05). On April 20, 2006, a news release was emailed to all Coeur d'Alene River Ranger District employees to share with members of the public they met while working throughout the District, to three newspapers (Spokesman-Review, Coeur d'Alene Press, and Shoshone News-Press), three local television stations (KREM-2, KXLY-4, and KHQ-6), one radio station (KPBX) and several other potentially interested individuals (PF Doc. PIC-04). District Fish Scientist Ed Lider also announced the upcoming meetings at the April 2006 Idaho Fish and Game monthly breakfast (PF Doc. PIC-02).

The first open-house meeting was held in Coeur d'Alene on April 27, with 38 attendees signing in (PF Doc. PIC-08). Utilizing a PowerPoint slideshow, Linda McFaddan (Project Team Leader at the time) provided an introduction and overview of the travel planning process that lay ahead. Afterwards, McFaddan and other team members were available to answer questions at "work stations" where attendees could get information regarding their specific interest (recreation, wildlife, aquatics, etc.).

Copies of the public initiation letter and a list of contact information (including office hours and addresses, phone and fax numbers, email and web page addresses) were provided. Display materials included maps of the Coeur d'Alene River Ranger District that displayed 1) the current designated road and trail system; 2) roads and trails that are not currently designated for motorized use but are drivable and could be considered for designation; 3) roads and trails that are not currently designated for motorized use and their condition is not known to be drivable (further information would be needed) and 4) Areas throughout the district known to have resource concerns related to wildlife, aquatics and recreation that are not compatible with motorized uses. These maps were displayed on a wall, with copies provided to attendees on compact disk. The compact disk also provided a copy of the Final 2005 Travel Rule as published in the Federal Register. Team members later reported that there were few questions related to specific resources; however, several attendees expressed their concern that the meetings were not well advertised.

The public initiation letter, news releases, flyer, open-house materials, and other information were posted to the project web page on May 18, 2006 (PF Doc. PIC-12).

May 31, 2006 – Cataldo, Idaho: On May 18, 2006, a news release was sent to the media reminding the public of the May 31 meeting at Cataldo (PF Doc. PIC-16); email messages were also sent to 37 addresses (PF Doc. PIC-22). Flyers announcing the Cataldo meeting were posted at 48 locations in Coeur d'Alene, Hayden, Kellogg, Kingston, Mullan, Osburn, Pinehurst, Post Falls, Prichard, Rose Lake, Smelterville, and Wallace, Idaho as well as in Spokane, Washington (PF Doc. PIC-20). On May 23, a letter was mailed to 130 people reminding them of the May 31 meeting (PF Doc. PIC-24. A brief article regarding travel management and the upcoming meeting was published in the May 27 edition of the Shoshone News-Press (PF Doc. PIC-27).

A total of 75 attendees signed in to the open-house meeting at Cataldo on May 31, 2006 (PF Doc. PIC-28). Attendees represented individual interests, motorized recreation, winter recreation, nonmotorized recreation, and environmental organizations. As they signed in, attendees were given a copy of the steps that would used to register and screen proposed changes to the existing travel route system (PF Doc. PIC-31). Also made available to them were copies of the 2005 Travel Rule Federal Register Notice, the April and May 2006 letters that were sent to the public, an overview of the project, and a compact disk with the five maps displaying the routes on the Coeur d'Alene River Ranger District available for consideration. Additional process and timeline information was provided on wall posters (PF Doc. PIC-32, 33).

Linda McFaddan provided a recap of the progress made to date, and went through the steps that would be used for registering and screening proposed changes to travel routes (PF Doc. PIC-30). After a few questions and answers, the public began registering and screening their proposed changes with the help of project team members. A total of 56 proposals were submitted that evening (PF Doc. PIC-28). A number of people indicated they were still working on their proposals, and would submit them at a later date. The meeting closed with an announcement that the next meeting would be held in Coeur d'Alene on June 22, 2006.

All of the information shared at the open-house meetings was posted to the project web page following the Cataldo meeting. News articles describing the meetings were published in the June 3, 2006 edition of the Shoshone News-Press (PF Doc. PIC-37) and the June 8 edition of the Coeur d'Alene Press (PF Doc. PIC-39).

June 22, 2006 – Coeur d'Alene, Idaho: On June 13, a letter was mailed to 172 addresses announcing the June 22 open-house meeting (PF Doc. PIC-42). Email messages provided the same information to 37 addresses (PF Doc. PIC-48). Flyers announcing the meeting were posted at 50 locations in Coeur d'Alene, Hayden, Kellogg, Kingston, Mullan, Osburn, Pinehurst, Post Falls, Prichard, Rose Lake, Smelterville, Wallace, Idaho and Spokane, Washington (PF Doc. PIC-41). On June 13, 2006, a news release was emailed to three newspapers (Spokesman-Review, Coeur d'Alene Press, and Shoshone News-Press), three television stations (KREM-2, KXLY-4, and KHQ-6), one radio station (KPBX) and several other potentially interested individuals (PF Doc. PIC-38). A news article about the meeting was published on June 14, 2006, in the Shoshone News-Press (PF Doc. PIC-43).

A total of 54 attendees signed in to the meeting (PF Doc. PIC-53), which was a continuation of the proposal identification and screening process. Attendees were given the same materials provided to attendees of the April and May meetings. Additional process and timeline information was provided on wall posters. The meeting began with a brief overview by the Project Team Leader, recapping progress made in the past weeks, and reviewing the steps to register and screen proposed changes to the travel route system. As in the recent meetings, the attendees continued registering and screening proposed changes, with others choosing to submit their proposals at a later time.

September 28, 2006 – Coeur d'Alene, Idaho: The public was notified of the meeting through a news release that was sent to television, radio and newspapers throughout northern Idaho and the Spokane area (information regarding the meeting was published in the Shoshone News-Press on August 8, August 26, and September 12, 2006 (PF Doc. PIC-59). A printed flyer was posted at 52 locations throughout northern Idaho; and project team members shared information about the meeting during conversations with members of the public.

A total of 51 attendees signed in for the meeting, which began at 6:30 p.m. (PF Doc. PIC-99). Available to attendees were copies of the August 2006 Travel Plan Update. Maps and spreadsheets (Proposal Disposition, Comparison by Vehicle Class,Perspective by Vehicle Class) were displayed on the conference room walls, detailing the proposed changes and whether they had been advanced to the Proposed Action or set aside (and the reasons they were set aside). Additional process and timeline information was provided on wall posters.

The meeting started with an overview by Project Team Leader Rob Davies. The objective of the meeting was to share information about the Proposed Action that was near completion. Rob used a PowerPoint slideshow to review the process that was used for registering and screening proposed changes to the existing travel route system, and to provide key information about the Proposed Action that is being developed. There were a number of questions and viewpoints from the audience, many about travel planning and access to the National Forests on a much larger scale than the District travel plan. Eventually Rob was able to complete his overview, and introduced the Forest Service employees who were available to answer specific proposal questions using the maps and spreadsheets that were displayed on the walls of the conference room. Most of the attendees stayed to review the information and ask questions, while some left at the conclusion of the overview.

Several attendees commented that they were disappointed not to receive a letter notifying them of the meeting, and felt that simply announcing the meeting through the media and flyers was not sufficient. Others felt they were only receiving sporadic project-related mailings; being mailed to some and not others. The meeting adjourned at approximately 9:00 p.m.

Collaborative efforts will continue through implementation and annual revision of the Motor Vehicle Use Map (see Appendix D).

Scoping

The Council on Environmental Quality defines scoping as "…an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action" (40 CFR 1501.7). During the Travel Plan process, collaborative efforts were used to facilitate the public's help in defining the proposed routes for public motorized uses on the Coeur d'Alene River Ranger District into a Proposed Action, and scoping allowed the public to review and comment on the Proposed Action.

Scoping began in March 2007, with a scoping letter mailed on March 15 to 179 people (PF Doc. PI-57) and publication of a legal ad in the Coeur d'Alene Press newspaper on March 22 (PF Doc. PI-58). The letter provided the background for the project; identified the purpose and need for action; described how the Proposed Action was developed through review of the baseline transportation system, public collaboration, coordination with other agencies, and correction of mapping errors; described key changes from current travel, such as seasonal availability and availability to dispersed campsites; provided information on the remainder of the process, including effects analysis, a decision, the motor vehicle use map, implementation, monitoring, and revision; and addressed how, when and where to submit comments.

Open-house meetings were held on April 10, 2007 (Cataldo, Idaho) and April 12, 2007 (Coeur d'Alene, Idaho) to share this information with the public (PF Doc. PIC-86, PIC-89).

Figures A-1 (left) and A-2 (above). Open house meetings provided the public with opportunities to see which proposals were advanced to the Proposed-Action Alternative, discuss their proposals and concerns with Forest Service representatives, and to share ideas for future travel planning.

Comment Letters Received During Scoping

Public comments helped define the Proposed Action Alternative and the analysis of effects. The Forest Service considered concerns identified through the scoping process and incorporated ideas presented by the public and other agencies into alternative design, as noted in the issue and alternative discussions in Chapter 2.

Not every comment in every letter is addressed here. In some cases several people submitted very similar comments; these were paraphrased and addressed just once instead of repeating the response several times. Other comments reiterated a proposal submitted earlier. The rationale for either advancing or not advancing specific proposals identified during the collaborative alternative development process is provided in Appendix E. Project team members wrote the responses to those comments that focused on specific concerns.

As each comment letter was received, it was assigned an identification number. Table A-1, organized numerically by identification number, displays the author, their city and state, and the comment number where the response is provided. For example, the first letter received during scoping was identified as comment letter 0001. It was sent by Richard Gerhard, of Coeur d'Alene, Idaho. Responses to his concerns are found in the Comments and Responses section, Comments 6 and 7.

For those comments that included or referenced proposals, the response is provided in Appendix E as noted by proposal number. One such example is comment letter 0051, from Mark Tihonovich of Coeur d'Alene. Response to his comments can be found in the Comments and Responses section, Comments 4, 22 and 23, **and** in Appendix E, Proposals 1048, 1262, 1264 and 1266.

Table A-2 provides the same information as Table A-1, but is organized alphabetically by author.

Copies of comment letters and emails, public meeting materials, and other information related to the involvement and collaborative efforts with the public are provided in the Travel Plan project file.

Table A-1. Numerical List of Comment Letters, by Letter Number.

Letter #	Name	City	ST	Disposition
0001	Richard Gerhard	Coeur d'Alene	ID	Comments 6, 7
0002	Roberta and Ronn Rich	Coeur d'Alene	ID	Comment 1
0003	Larry Waddell (Northwest Access Alliance)	Hayden	ID	Comments 8-11
0004	Richard Spotts	St. George	UT	Comments 12-16
0005	Ken Salo (Capital Trail Vehicle Association)	Helena	MT	Comments 26, 27
0006	Tim Hank			Expressed an opinion, no response needed
0007	Harry Winkler	Pinehurst	ID	Comments 25, 27
0008	Tom Hildesheim	Hauser	ID	Comment 2
0009	Jeff Hildesheim (Brush Bunch Motorcycle Club)	Rockford	WA	Comment 2
0010	Dusty S. Banderoh (Brush Bunch)	Rathdrum	ID	Comment 2
0011	Dave Hamrin (Brush Bunch Motorcycle Club)	Coeur d'Alene	ID	Comment 2
0012	Laurence L. Johnson	Otis Orchards	WA	Comment 2
0013	Roy Basler (Brush Bunch Motorcycle Club)	Spokane	WA	Comment 2
0014	Bill Johnson (Brush Bunch Motorcycle Club)	Spokane Valley	WA	Comment 2
0015	Bill Alexander	Athol	ID	Comment 17
0016	Tim Garb	Coeur d'Alene	ID	Comment 18; Proposal 1023
0017	Jon Harwood	Hayden	ID	Comments 6, 39
0018	Russell Leahy	Coeur d'Alene	ID	Comment 2
0019	Dwight Mc?	Coeur d'Alene	ID	Comment 1
0020	Frank Axtell (North Idaho ATV)	Hayden	ID	Comment 19
0021	Jackie Beery	Coeur d'Alene	ID	Comment 1
0022	Geoffrey W. Harvey	Hayden	ID	Comment 1; Proposals 1001-1005, 1150, 1152
0023	William M. Kaufman	Coeur d'Alene	ID	Comment 6
0024	John B. O'Brien III	Hayden	ID	Proposal 1000
0025	Bob Conquergood	Hayden Lake	ID	Comment 1
0026	Lynn Smith	Hayden	ID	Comment 3; Proposals 1012-1019
0027	Virginia Taggert & Ernest Ewing	Hayden	ID	Comment 1
0028	Matt Bienkowski	Coeur d'Alene	ID	Comment 20
0029	Sue Ferguson (Panhandle Nordic Ski Club)	Coeur d'Alene	ID	Comments 1, 21
0030	Geoffrey W. Harvey (Panhandle Nordic Ski Club)	Hayden	ID	Comments 1, 21
0031	Terry Auten	Athol	ID	Comment 2
0032	Julie Dalsaso	Coeur d'Alene	ID	Comment 3
0033	Tim Sullivan	Estacada	OR	Comment 2
0034	Jeff Cook (Idaho Parks & Recreation)	Boise	ID	Comments 2, 6, 26-34
0035	Mark Weaver	Kuna	ID	Comment 2
0036	Jarna Rainey			Comment 2
0037	Paul Martin			Comment 2
0038	Davey Brown			Comment 2
0039	John Johnson			Comment 2
0040	Joseph Feldhaus	Bothell	WA	Comment 2
0041	Chase Bolyard			Comments 27, 28
0042	Seib Family			Comment 2
0043	John E. Bentley	Post Falls	ID	Comment 3
0044	Rik VanGelder	Coeur d'Alene	ID	Comment 2
0045	Byron Stuck			Comment 2
0046	Alan D. Capello	Coeur d'Alene	ID	Comment 4

Table A-1, continued. Numerical List of Comment Letters, by Letter Number.

Letter #	Name	City	ST	Disposition
0047	Eric Anderson	Coeur d'Alene	ID	Comment 4; Proposals 1233, 1254, 1259, 1276
0048	Hans Archer	Cheney	WA	Comment 4; Proposals 1043-1045, 1191, 1192, 1257
0049	Tony Livingston (North Idaho Trail Blazers)	Coeur d'Alene	ID	Comment 4; Proposals 1208, 1210, 1212, 1255, 1269
0050	Sandy Grasseth, Jr. (North Idaho Trail Blazers)	Elk	WA	Comment 4; Proposals 1245, 1273, 1275
0051	Mark Tihonovich	Coeur d'Alene	ID	Comments 4, 22, 23; Proposals 1048, 1262, 1264, 1266
0052	Roberta Truscott (Panhandle Nordic Ski Club)	Coeur d'Alene	ID	Comment 1
0053	Scott Johnson(North Idaho Trail Blazers)			(request to meet)
0054	Mark Young(North Idaho Trail Blazers)			Comment 4
0055	Tracy Moos	Spokane Valley	WA	Comment 4
0057	Mark Oetken			Comment 27
0058	David Notar			Comment 2
0059	Cheryl Eggert	Rathdrum	ID	Comment 2
0060	William E. Wilson			Comment 2
0061	Julie Fior	San Bruno	CA	Comment 2
0062	Steven B. Cordes			Comment 24
0063	Steven Weeks			Comment 2
0064	Donna Harvey	Hayden Lake	ID	Comment 1
0065	Flynn Family	Coeur d'Alene	ID	Comment 2
0066	Robert S. Saxer	Hayden	ID	Comment 2
0067	Joe Dowd	Edwall	WA	Comment 2
0068	Rob Lutz	Athol	ID	Comment 2
0069	Dorothy Jacklin	Rathdrum	ID	Comment 1
0070	Maddison Ezall	Coeur d'Alene	ID	Comment 2
0071	Randy Ferguson	Post Falls	ID	Comment 2
0072	Jeff Carlson			Comment 2
0073	Paul Winslow			Comments 2, 5
0074	Bob & Pat Crossman	Hayden	ID	Comment 2
0075	Alan & Linda Palmer	Hauser	ID	Comment 2
0076	John Bruch	Coeur d'Alene	ID	Comment 3
0077	Reinold May			Comment 2
0078	Alan Dohmen	Kamiah	ID	Comment 5
0079	Greg Maas	Moxee	WA	Comment 2
0080	Daniel A. Rud			Comment 3
0081	Nick Hudson	Spokane	WA	Comment 2
0082	Mike Wise	Hayden	ID	Comment 2
0083	Mike Mihelich (Audubon Society)	Coeur d'Alene	ID	Comment 5
0084	Dean Giffing	Liberty Lake	WA	Comment 25
0085	Barry Collins	Yakima	WA	Comment 2
0086	Eric Hesse	Spokane	WA	Comment 2
0087	Glenn Truscott	Coeur d'Alene	ID	Comment 1
0089	Will Deishl (Panhandle Trail Riders Association)	Post Falls	ID	Comments 2, 6, 8, 27-28, 30-31, 33, 35-36
0090	Mark Savarise (Bonner County Trails Coalition)			Comment 3
0091	Lorna Ream	Spokane	WA	Comment 3
0092	Andrew Ashmore (Spokane Mountaineers)	Spokane	WA	Comment 3; Proposals 1203, 1205

Table A-1, continued. Numerical List of Comment Letters, by Letter Number.

Letter #	Name	City	ST	Disposition
0093	Joseph H. Wuest	Hayden	ID	Comment 2
0094	Shirley Sturts	Coeur d'Alene	ID	Comment 5
0095	Mike Mihelich (Kootenai Environmental Alliance)	Coeur d'Alene	ID	Comments 3, 9; Proposals 1033, 1034
0096	Scott Grimmett			Comment 3; Proposals 1305-1310
0097	Terry Prichard & Nancy Mertz	Coeur d'Alene	ID	Comment 3
0098	Dave Atwood	Hayden	ID	Comment 3
0099	Eric Shanley	Coeur d'Alene	ID	Comment 2
0101	David Ezzell	Coeur d'Alene	ID	Comment 2
0102	Bradley Smith (Idaho Conservation League)	Boise	ID	Comment 3
0103	Gene Smith	Post Falls	ID	Comment 37
0104	Chip Corsi (Idaho Fish & Game)	Coeur d'Alene	ID	Comment 15
0105	Craig & Karen Pinter	Blue Jay	CA	Comment 38
0106	Richard Flugel (Back Country ATV)	Dalton Gardens	ID	Proposals 1051-1059, 1061-1063, 1068, 1070-1072, 1081-1088, 1278, 1280
0107	Donn Dennis	Dalton Gardens	ID	Comment 2; Proposals 1024-1026

Table A-2. Alphabetical List of Comment Letters, by Name.

Letter #	Name	City	ST	Disposition
0015	Alexander, Bill	Athol	ID	Comment 17
0047	Anderson, Eric	Coeur d'Alene	ID	Comment 4; Proposals 1233, 1254, 1259, 1276
0048	Archer, Hans	Cheney	WA	Comment 4; Proposals 1043-1045, 1191-1192, 1257
0092	Ashmore, Andrew (Spokane Mountaineers)	Spokane	WA	Comment 3; Proposals 1203, 1205
0098	Atwood, Dave	Hayden	ID	Comment 3
0031	Auten, Terry	Athol	ID	Comment 2
0020	Axtell, Frank (North Idaho ATV)	Hayden	ID	Comment 19
0010	Banderoh, Dusty S. (Brush Bunch Motorcycle Club)	Rathdrum	ID	Comment 2
0013	Basler, Roy (Brush Bunch Motorcycle Club)	Spokane	WA	Comment 2
0021	Beery, Jackie	Coeur d'Alene	ID	Comment 1
0043	Bentley, John E.	Post Falls	ID	Comment 3
0028	Bienkowski, Matt	Coeur d'Alene	ID	Comment 20
0041	Bolyard, Chase			Comments 27, 28
0038	Brown, Davey			Comment 2
0076	Bruch, John	Coeur d'Alene	ID	Comment 3
0046	Capello, Alan D.	Coeur d'Alene	ID	Comment 4
0072	Carlson, Jeff			Comment 2
0085	Collins, Barry	Yakima	WA	Comment 2
0025	Conquergood, Bob	Hayden Lake	ID	Comment 1
0034	Cook, Jeff (Idaho Parks & Recreation)	Boise	ID	Comments 2, 6, 26-34
0062	Cordes, Steven B.			Comment 24
0104	Corsi, Chip (Idaho Fish & Game)	Coeur d'Alene	ID	Comment 15 (and multiple proposals as noted in Appendix E, Table E-3)
0074	Crossman, Bob & Pat	Hayden	ID	Comment 2
0032	Dalsaso, Julie	Coeur d'Alene	ID	Comment 3
0089	Deishl, Will (Panhandle Trail Riders Association)	Post Falls	ID	Comments 2, 6, 8, 27, 28, 30, 31, 33, 35, 36
0107	Dennis, Donn	Dalton Gardens	ID	Comment 2; Proposals 1024-1026

Table A-2, continued. Alphabetical List of Comment Letters, by Name.

Letter #	Name	City	ST	Disposition
0078	Dohmen, Alan	Kamiah	ID	Comment 5
0067	Dowd, Joe	Edwall	WA	Comment 2
0059	Eggert, Cheryl	Rathdrum	ID	Comment 2
0070	Ezall, Maddison	Coeur d'Alene	ID	Comment 2
0101	Ezzell, David	Coeur d'Alene	ID	Comment 2
0040	Feldhaus, Joseph	Bothell	WA	Comment 2
0071	Ferguson, Randy	Post Falls	ID	Comment 2
0029	Ferguson, Sue (Panhandle Nordic Ski Club)	Coeur d'Alene	ID	Comments 1, 21
0061	Fior, Julie	San Bruno	CA	Comment 2
0106	Flugel, Richard (Back Country ATV)	Dalton Gardens	ID	Proposals 1051-1059, 1061-1063, 1068, 1070-1072, 1081-1088, 1278, 1280
0065	Flynn Family	Coeur d'Alene	ID	Comment 2
0016	Garb, Tim	Coeur d'Alene	ID	Comment 18; Proposal 1023
0001	Gerhard, Richard	Coeur d'Alene	ID	Comments 6, 7
0084	Giffing, Dean	Liberty Lake	WA	Comment 25
0050	Grasseth, Sandy Jr. (North Idaho Trail Blazers)	Elk	WA	Comment 4; Proposals 1245, 1273, 1275
0096	Grimmett, Scott			Comment 3; Proposals 1305-1310
0011	Hamrin, Dave (Brush Bunch Motorcycle Club)	Coeur d'Alene	ID	Comment 2
0006	Hank, Tim			No substantive comments
0064	Harvey, Donna	Hayden Lake	ID	Comment 1
0022, 0030	Harvey, Geoffrey W. (Panhandle Nordic Ski Club)	Hayden	ID	Comment 1, 21; Proposals 1001-1005, 1150, 1152
0017	Harwood, Jon	Hayden	ID	Comment 39
0086	Hesse, Eric	Spokane	WA	Comment 2
0009	Hildesheim, Jeff (Brush Bunch Motorcycle Club)	Rockford	WA	Comment 2
0008	Hildesheim, Tom	Hauser	ID	Comment 2
0081	Hudson, Nick	Spokane	WA	Comment 2
0069	Jacklin, Dorothy	Rathdrum	ID	Comment 1
0014	Johnson, Bill (Brush Bunch Motorcycle Club)	Spokane Valley	WA	Comment 2
0039	Johnson, John			Comment 2
0012	Johnson, Laurence L.	Otis Orchards	WA	Comment 2
0053	Johnson, Scott (North Idaho Trail Blazers)			(request to meet)
0023	Kaufman, William M.	Coeur d'Alene	ID	Comment 6
0018	Leahy, Russell	Coeur d'Alene	ID	Comment 2
0049	Livingston, Tony (North Idaho Trail Blazers)	Coeur d'Alene	ID	Comment 4; Proposals 1208, 1210, 1212, 1255, 1269
0068	Lutz, Rob	Athol	ID	Comment 2
0079	Maas, Greg	Moxee	WA	Comment 2
0037	Martin, Paul			Comment 2
0077	May, Reinold			Comment 2
0019	Mc?, Dwight	Coeur d'Alene	ID	Comment 1
0083	Mihelich, Mike (Audubon Society)	Coeur d'Alene	ID	Comment 5
0095	Mihelich, Mike (Kootenai Environmental Alliance)	Coeur d'Alene	ID	Comments 3, 9; Proposals 1033, 1034
0055	Moos, Tracy	Spokane Valley	WA	Comment 4
0058	Notar, David			Comment 2
0024	O'Brien, John B. III	Hayden	ID	Proposal 1000
0057	Oetken, Mark			Comment 27
0075	Palmer, Alan & Linda	Hauser	ID	Comment 2

Table A-2, continued. Alphabetical List of Comment Letters, by Name.

Letter #	Name	City	ST	Disposition
0105	Pinter, Craig & Karen	Blue Jay	CA	Comment 38
0097	Prichard, Terry & Nancy Mertz	Coeur d'Alene	ID	Comment 3
0036	Rainey, Jarna			Comment 2
0091	Ream, Lorna	Spokane	WA	Comment 3
0002	Rich, Roberta and Ronn	Coeur d'Alene	ID	Comment 1
0080	Rud, Daniel A.			Comment 3
0005	Salo, Ken (Capital Trail Vehicle Association)	Helena	MT	Comments 26, 27
0090	Savarise, Mark (Bonner County Trails Coalition)			Comment 3
0066	Saxer, Robert S.	Hayden	ID	Comment 2
0042	Seib Family			Comment 2
0099	Shanley, Eric	Coeur d'Alene	ID	Comment 2
0102	Smith, Bradley (Idaho Conservation League)	Boise	ID	Comment 3
0103	Smith, Gene	Post Falls	ID	Comment 37
0026	Smith, Lynn	Hayden	ID	Comment 3; Proposals 1012-1019
0004	Spotts, Richard	St. George	UT	Comments 12-16
0045	Stuck, Byron			Comment 2
0094	Sturts, Shirley	Coeur d'Alene	ID	Comment 5
0033	Sullivan, Tim	Estacada	OR	Comment 2
0027	Taggert , Virginia & Ernest Ewing	Hayden	ID	Comment 1
0051	Tihonovich, Mark	Coeur d'Alene	ID	Comments 4, 22, 23; Proposals 1048, 1262, 1264, 1266
0087	Truscott, Glenn	Coeur d'Alene	ID	Comment 1
0052	Truscott, Roberta (Panhandle Nordic Ski Club)	Coeur d'Alene	ID	Comment 1
0044	VanGelder, Rik	Coeur d'Alene	ID	Comment 2
0003	Waddell, Larry (Northwest Access Alliance)	Hayden	ID	Comments 8-11
0035	Weaver, Mark	Kuna	ID	Comment 2
0063	Weeks, Steven			Comment 2
0060	Wilson, William E.			Comment 2
0007	Winkler, Harry	Pinehurst	ID	Comments 25, 27
0073	Winslow, Paul			Comments 2, 5
0082	Wise, Mike	Hayden	ID	Comment 2
0093	Wuest, Joseph H.	Hayden	ID	Comment 2
0054	Young, Mark (North Idaho Trail Blazers)			Comment 4

Comments and Responses

1. Eleven comment letters were received that recommended the Forest Service maintain the area south of Interstate 90 as generally non-motorized, with motorized access only on the main corridors during late spring, summer and fall. (Comment letters 002, 0019, 0021, 0022, 0025, 0027, 0029, 0030, 0052, 0064, 0069, and 0087)

The Proposed Action Alternative is consistent with this recommendation, and motorized uses would be restricted from Trails 227 and 257 (motorized vehicles have always been restricted from Trail 79). Several of these comment letters also addressed management of over-snow vehicles, which are outside of the scope of the Travel plan analysis.

2. Forty-one comment letters recommended keeping motorized trails open, especially loop trails such as Chilco Mountain. They noted that grants from the State of Idaho OHV Fund were applied to reconstruction projects on the Chilco Trail, with some stating that the District Ranger was bound by legal agreement to never remove the trails that received such grant funding from the OHV trail designation. Many pointed out that it is the motorcycle riding clubs and individuals that contribute their time and labor to the maintenance of the trails, and that all users benefit from these voluntary efforts. (Comment letters 0008-0013, 0018, 0031, 0033--0040, 0042, 0044, 0045, 0058-0061, 0063, 0065-0068, 0070-0075, 0077, 0079, 0081, 0082, 0084-0086, 0093, 0099, 0101, 0107).

The IDPR recommends the district keep the old pack trail that runs from South Chilco Mountain down to Horse Heaven open, and analyze reconstructing this trail under another NEPA analysis. (Comment letters 0034, 0089)

The Forest Service recognizes the importance of the Chilco Mountain Trail, particularly to the motorcycle enthusiast community. It is known and appreciated that the Chilco Mountain Trail is part of a larger circuit of trails and roads that has been traditionally used by individuals and groups for decades. This is truly a trail that provides a facility for generational experiences. The importance of recreation in the lives of this group is not taken lightly.

At this time, the Chilco Mountain trail fails to meet standards for safety and maintenance for all uses. The trail system is an example of unacceptable trail conditions that are unsafe and affect other resources. It was not constructed for, nor suited for motorcycle use. The increased motorcycle use has caused severe rutting which increases erosion and the associated negative effects. Large segments of this trail are virtually unusable by horse riders, and hikers risk sprained ankles attempting to walk on a trail whose tread is beginning to resemble a trench line. Substantial segments of the trail have been reconstructed over the last 25 years. Approximately $30,000 has been granted by the State of Idaho Department of Parks and Recreation OHV Grant Program for several projects applied to this trail beginning in 1983. These funds were used effectively and in fact were responsible for keeping the trail usable for motor bike travel over the years. Some reconstruction efforts have successfully alleviated the structural problems of the trail. Some efforts were failures; band-aids that eventually gave way to increased use. Repair of the Chilco Mountain trail is possible but must be done in a fashion that ensures that it can hold up to heavy use through normal maintenance operations. If repaired, a route could be restored for motorcycle travel. But even with the contributions of voluntary time and labor that have been, and will continue to be, essential to the continuance of the trail program the condition of the trail is expected to continue to deteriorate. Until a suitable repair design is developed and implemented, or an alternative route becomes available it has become necessary to restrict motorized use.

During the development of the proposed action an alternative route was explored that could by-pass the segment of this trail where severe rutting has occurred. Before this alternative route can be developed and re-designation of trial 14 for motorize use can be considered a separate decision is necessary. To accomplish this, a more detailed assessment of the improvement needs must be performed, a proposed action with public involvement needs to be developed, and an analysis of effects to ensure compliance with Forest Plan standards is needed. This project will be added to the list of motorized use development projects that has been generated during the planning process for this environmental analysis. As funding becomes available the District intends to pursue completion of this decision in the future.

3. Eleven comment letters support designation of more trails for non-motorized uses, especially close to Coeur d'Alene. (Comment letters 0026, 0032, 0043, 0076, 0080, 0090, 0091, 0092, 0095-0098)

Designation of nonmotorized trails is not within the scope of this project (see Chapter 2, section 2.C.1). However, when motorized uses are restricted from a trail, the designation is by default "nonmotorized." Currently, there are approximately 109 miles of trail designated for nonmotorized uses only; under the Proposed Action, this would increase by approximately 43 miles due to the closure of specific trails to motorized uses (Chapter 2, Section 2.C).

4. Seven comment letters stated there are several trails that would make good jeep trails and could be shared with ATVs (they identified specific proposals that were not advanced as jeep trails). Others asked what Forest Service standard is used for jeep trails, and why would proposals 1027, 1031, 1043, 1044, 1170, and 1212 need widening or earth work? (Comment letters 0046-0051, 0054, 0055)

Trails designated by the Forest Service for Jeep (Four-wheel drive) use must comply with the guidance of Forest Service Handbook (FSH) 2309.18. The guidance provides standards for three categories of trail (i.e. easiest, more difficult and most difficult). The most difficult trail the Forest Service could designate under these standards could include the following features:

- *Grade: Have a maximum sustained grade of 30 percent on 200 to 300 feet, with a maximum pitch of 50 percent.*
- *Vegetation clearance: Width - 8 feet, Height - 8 feet.*
- *Travel Way (trail tread): 5 feet wide; capable of accommodating vehicles 70-inches wide (hub-to-hub), could be outsloped up to 30 percent and be up to 10 miles long.*
- *Surface/Obstacles: Can be "rough" to "very rough," have long sections of loose rock, sand, mud, stream crossings, large boulders, and 1 to 5 logs per mile that are up to 10 inches in diameter.*
- *Flow: Could have up to 5 turns where it may be necessary to turn a steering wheel as far as possible.*

Prior to a trail being designated, all features must comply with State Best Management Practices (BMPs) and Forest Plan standards for management of soil erosion and maintenance of water quality.

Design and development of features comply with Forest Service directives, Best Management Practices, or Forest Plan standards; and acquisition of easements are actions that are outside the scope of designating travel plan uses. These actions require separate effects analysis, public involvement, and site-specific decisions before they could be implemented.

Two levels of screening were used to determine whether or not to advance proposals for further study. Of the proposals for 4-wheel drive routes that did not advance, many would have required improvements or earth moving activities to comply with the standards previously discussed. Others could not be advanced due to the need for easements, or because the proposed route would lead users into areas outside the jurisdiction of the Coeur d'Alene River Ranger District; into areas managed for nonmotorized use; or where protection of special-use facilities was necessary. Rationale for each specific proposal is provided in Appendix E (Table E-3).

5. Three comment letters noted there are potential adverse effects to black swifts at Fern Falls and Shadow Falls as a result of increased human access. Human access should be restricted to Shadow Falls by closing Road 1568 to motorized traffic at the junction of Road 1566, and both Fern Falls and Shadow Falls should be eliminated as points of interest on the Forest Travel Plan map. (Comment letters 0073, 0078, 0083, 0094)

Availability of research data on the black swift is limited. Consequently it is difficult to conclusively establish that human activity has an effect on nesting habitat. Based on the available information the Forest Service acknowledges that use of Road 1586 may cause an indirect effect by allowing human access near the falls. But the research does not adequately substantiate that a direct effect can be attributed to humans viewing the falls. Until the potential for direct effects can be validated there is uncertainty that the road closure could adequately provide a long-term strategy for management of the habitat.

The project interdisciplinary team recommended that a management strategy be developed with interagency collaboration (i.e. United States Fish & Wildlife Service, Idaho Department of Fish and Game, and Forest Wildlife Biologist). Once a strategy has been completed, it would be considered with regard to future revisions of the travel plan.

6. Bear Creek Trail should remain open to motorcycles. Only a small portion of the trail is too steep to maintain, with a small portion trenched (and it's a distance to any water system). Volunteers have been maintaining the trail. The idea of providing a nonmotorized opportunity near the Magee Historic Site and rental cabin is overstated: there are a number of nonmotorized trails near the cabin, and most people staying at the cabin had no idea there even was a trail, much less upset because an occasional motorcycle was using it. This trail is virtually the only motorized access to this area. (Comment letters 0001, 0017, 0023, 0089). Closing the trail eliminates an important looping opportunity. Rather than close the trail, IDPR recommends that the trail be relocated to a proper grade and remain open to motorcycle use. (Comment letter 0034).

The Bear Creek Trail was originally known as the Lakeview-Magee Trail and connected the Steamboat landing at Whiskey Bay with the Magee Ranger Station. This trail was abandoned and not considered part of the recreation trail system until 1980. The original trail crossed the saddle at the head of Bear Creek and Owl Creek, (tributary to Independence Creek). In 1985 the Fernan Ranger District fire crew built a fire control extension of this trail between Magee Peak and a helicopter landing on Forest Road 407. A trail was pioneered across the ridge from Bear saddle to Magee Peak fire lookout and on to Hamilton Mountain fire lookout. Hunters, and later recreational motorcycle riders, found and began using it for recreational access. This trail route is not well located for motorcycle travel.

There are local environmental effects caused by the location of this trail. This trail is located in vulnerable wetlands stream-bank habitat. Trail braiding in boggy areas is common. Trenched trails fill with water and are bypassed making more trenches that fill with water. The trail follows the ridge top from the saddle to Magee Peak which is detrimental to wildlife security. The headwaters of Bear Creek are a known Elk calving area that is sensitive to any use by humans in the late spring. The climb out of Bear Creek is excessively steep and exceeds the upper limit for maximum pitch and sustained grade for motorized bikes in Forest Service Handbook 2309.18. In some respects the trail is not suitable for hiker needs and may be removed as a designated route completely. In the future it may be possible to locate a trail that is suitable for motorcycles/hikers that meets the concerns expressed in the letter.

7. The proposal to limit dispersed camping sites to within 300 feet on each side of motorized use routes is arbitrary and unnecessary. There are many dispersed campsites that do not cause problems with wetlands or endanger rare native plants. By identifying specific areas and restricting access to these places the vast majority of campsites can still be used. By implementing a 300-foot restriction you will be condensing campers in an already competitive arena for camping spots. It's also nice to get away from roadways to camp. (Comment letter 0001)

Under the Proposed Action, the short-term strategy for management of access and dispersed campsites within 300 feet of designated routes will continue to be on a case by case basis (as discussed in Chapter 2, Section 2.B.2). In the long-term, as funding becomes available, the district will inventory the locations, conditions, access to and suitability of dispersed campsites. With this inventory the goal will be to develop, with public involvement, a comprehensive plan for managing access to and designation of dispersed camping.

8. The National Travel Management Plan states that user-created/nonsystem routes SHOULD be considered in individual Travel Management Plans. (Comment letter 0089).

The planning team refused to consider user-created or non-system routes. The planning team was afraid that including non-system routes would lengthen the timeframe for this project. This is simply not the case. With the advent of high-resolution aerial photography and loads of GIS data, the planning team can easily analyze non-system routes proposed by the public. Most of the non-system routes on the Coeur d'Alene River Ranger District are historical routes that the District failed to put on its system. Former system routes should have nearly the same standing in the planning process as system routes. (Comment letters 0034, 0089). The District's refusal to consider user created routes will result in a failed process. Many of the user created routes make necessary connections in the existing system of designated routes. (Comment letter 0003).

User-created routes were developed without agency authorization, environmental analysis, or public involvement, and require assessment of improvement needs to ensure that the route complies with the appropriate Forest Service public safety and maintenance requirements to be designated as part of the Forest transportation system. Some user-created routes may be appropriate for inclusion in the system of designated routes, but development of site-specific proposed actions, environmental analysis project decisions and development of improvements, if necessary, would take longer than the timeframe allowed by the 2005 travel rule and the 2005 court decision (see Chapter 1, section 1.D).

That is not to say that those routes may never be designated for motorized travel. The Forest Service is committed to working with user groups and others to identify such routes and consider them on a site-specific basis. Advance planning based on public involvement, careful design, and site-specific environmental analysis provide the best hope for a sustainable, managed system of motor vehicle routes addressing user needs and safety with a minimum of environmental impacts.

9. There should be a trail-specific analysis providing justification for trails with seasonal closures. (Comment letters 0003, 0095)

As described in the scoping letter (March 15, 2007) seasonal restrictions were established to address concerns regarding elk habitat management and variations in spring snowmelt conditions (i.e. management of surface rutting and damage due to motor vehicle use at times of soft roadbed conditions).

To determine where and how seasonal restrictions should be applied on the Coeur d'Alene River Ranger District, the Forest Service considered the findings of the two-stage screening process, comments and recommendations of the public and the Idaho Department of Fish and Game, and preliminary analysis of effects on wildlife habitat security and sensitive soils.

As a result of these considerations, the Forest Service recommended April 1st as a date when some trails could be designated for ATV and 4-wheel drive use without adversely affecting wildlife habitat security or damaging trail surfaces. The date and type of vehicles to which this designation is applied is based on the minimum maintenance standards required for Forest-inventoried roads and safe use of trails designated for ATV and/or 4-wheel drive use.

In the event that spring snowmelt conditions would cause use by these vehicles to result in excessive damage to the trail surface, the Forest Service could establish <u>temporary</u> use restrictions through 36 CFR 261.54. These restrictions would supercede the Travel Plan designation and would remain in affect until the trail surface hardened enough to prevent damage.

10. Regarding correction of errors: routes that are not passable or have encroaching brush and there is a lack of funding to remove the brush have resulted in administrative use only. The NWAA has communicated our interest in opening many of these routes only to be told that we could not do the work "until a valid NEPA analysis as been completed;" now the "valid NEPA" removes these routes from consideration. (Comment letter 0003)

To provide a future Motor Vehicle Use Map that displays useable motorized routes the project interdicisiplinary team (IDT) recommended that routes that were not suitable for the use designated by the 2001 Travel Plan and 2003 amendments be. Based on the condition information available to the IDT during development of the current plan, "brushing" was believed to be the only improvement necessary to make some routes usable. Since implementation of the plan sufficient road maintenance funding has not been available to remove the encroaching brush, assess if any other improvements were necessary or perform maintenance needed to ensure the roads are safe for public use.

As stated in response to Comment 4, the determination of whether or not to advance proposals was based on the result of two levels of screening. During this process it was determined that several of the identified routes would require improvements or earth moving activities to comply with the maintenance standards necessary for the designated uses. For others, it was determined that if motorized use were designated on those routes in conjunction with other routes, achieving the Forest Plan goal for elk security could be a problem. For example if Roads 810, Swan Peak and Road 2302, Buckles Mountain were open to motorized use it was calculated that elk security would be within 2% of the Forest Plan goal (PF Doc. WL-47). In order to maintain opportunities to plan and implement future Forest resource management, or recreational motorized use designation or development, projects (i.e. vegetation management, fire or insect rehabilitation projects, or binned motorized use proposals) it is necessary to maintain some flexibility in meeting Forest Plan goals.

Through the proposal screening and environmental affects analysis process the project team also discovered and advanced several opportunities to designated routes for motorized use. Several of these opportunties provided alternative motorized use options to routes that had to be limited to administrative use due to lack of brush removal or maintenance

11. Maps show many changes as "visitor map update;" some are explained but others are not (such as closure of Roads 1544 and 931). Statements given in proposals 1316 and 1317 that "this allows other proposals to move forward" give credence to the assumption that this effort is simply a balancing act with an overall emphasis on reducing the amount of public access currently available. Is there a policy statement that use cannot be increased or is it simply an IDT decision? (Comment letter 0003)

Roads 1544 and 931 were identified on the current travel plan as ATV trails with seasonal restrictions. Field assessment in 2007 discovered improvements were needed on both roads before they could be included on the motor vehicle use (MVU) map. The improvement are planned to occur under the recently issued Laverne ATV Decision Memo. Once improvements are made, these routes could be considered for designation in an MVU map revision.

In the second level of proposal screening (discussed in Chapter 2), the project interdisciplinary team looked at the travel system as a whole to assess whether implementing each proposal would be consistent with the standards of the Forest Plan. Considerations included recreation experience, environmental issues, and operational issues. The rationale disposition of proposals is provided in Appendix E).

12. To implement prohibitions on cross-country ORV use, there must be a clear policy that only routes signed and mapped as open for motorized use may be used as such by the public. Anyone riding an ORV on an unsigned route should be in violation and cited. There should be clear signs explaining this policy at all key entry points into major blocks of federal lands. (Comment letter 0004)

Under the 2005 Travel Rule, motor vehicle use off designated routes (cross country) will no longer be permitted unless in occurs in specifically managed and designated "open areas". There are no such open areas designated under the No-Action or Proposed Action Alternatives.

This change in enforcement strategy and legal authority will greatly enhance the Forest Service's ability to enforce regulations that control motor vehicle travel on National Forests. Violations of prohibitions found in 36 CFR 261 shall be punished by a fine of not more than $500 or imprisonment for not more than six months, or both (Title 16 of US Code Section 551). In some situations, violators may be held accountable for the cost or repairing or restoring the area damaged during the violation.

Implementation of travel management decisions requires maps that are accurate and readily available to the public; effective enforcement of travel management restrictions; educating visitors on travel management regulations and designations; and monitoring to help determine whether designations should be revised. Under the new travel management rule, the MVU map is the principle enforcement tool for motor vehicle regulations. The map will display only those roads and trails designated for motor vehicle use. Routes not designated for motor vehicle use (such as non-motorized routes, single-purpose routes, administrative routes, unauthorized routes, and temporary routes) will not be shown on the MVU map. The MVU map will be free to the public, and will be available in both printed copy (black and white) and on the Idaho Panhandle National Forests' website. For further information, refer to Appendix D (Implementation, Monitoring and Revision).

The key to ensuring a sustainable travel management plan for the Coeur d'Alene River Ranger District over the long term will be working together at the local level. Volunteers and organized user groups are an important component in each step of implementation, monitoring, and revision. Partnerships extend the agency's limited resources to accomplish trail maintenance, restore damage, educate users, and promote a spirit of cooperation among national forest visitors.

13. Grazing permittees should not be allowed to use ORV's for cross-country uses under an administrative use exemption. Traditionally, ranchers have used horses to scout, round up, and move livestock on and off of different pastures. They should continue to do so. Using ORV's would create much more harmful and obvious routes that may be attractive for use by other ORV riders. If ORV use is needed on a limited basis to maintain fence lines or range improvements, then point-to-point ORV use may be permissible if carefully monitored. (Comment letter 0004)

Under the 2005 Travel Rule, special-use permittees or contractors may be authorized to use roads and trails not designated for general motorized use. These authorizations are permitted under the authority of 36 CFR 212.51 (h). This is an exemption to the Travel Plan policy that allows "Motor vehicle use that is specifically authorized under a written authorization issued under federal laws or regulations." The exemption allows the District Ranger to stipulate specific routes and durations of use, and maintenance or post use requirements based on the site specific resource needs associated with implementation of special use or land management project decisions. Permits or contract agreements identify the specific road or trails authorized for use. Permittees or contractors must still comply with the District Motor Vehicle Use Map or special restrictions, including cross-country motorized use prohibitions, unless otherwise approved by their permit or contract.

14. As invasive and noxious weeds expand and alter fire and runoff patterns, these changes will affect the costs in maintaining routes. Increased soil erosion may require more frequent route blading or crown restoration, and culverts may more frequently fill with sediment. To the extent that these increased costs can be predicted or modeled in different areas, this data should be included in the route designation alternatives. (Comment letter 0004)

The objective of the road maintenance program is to maintain the road system to the approved levels within the constraints of funding allocations and authorizations. The activities associated with road maintenance include brushing and related vegetation management, surfacing, blading, drainage, and signs. Currently, maintenance is performed on a cyclical basis. Condition surveys are performed on 20 percent of all Maintenance Level 3, 4, and 5 roads every year, resulting in identifying all conditions every five years (refer to the Acronyms/Glossary for definitions of each road maintenance level). Condition surveys on Maintenance Level 1 and 2 roads are performed on a random sample number of roads decided upon by direction from the Regional Forester's office. Brushing and blading occur twice yearly (once in the spring, and again in the fall prior to hunting season) on 10 to 20 percent of highly utilized Maintenance Level 3, 4, and 5 roads.

Forest Service appropriations are authorized by Congress. Unfortunately, resources are limited. The Forest Service is committed to using whatever funds it has available to accomplish travel management objectives in a targeted, efficient manner. The agency also makes use of other sources of available funding, such as grants and volunteer agreements.

15. Closed/restricted roads must have effective physical barriers and signage. Implementation of route signage and closure work should be prioritized based on the relative urgency of resource or user problems and related costs, in order to make the best use of limited staff and funds. Special attention should be paid to where routes cross utility corridors and sandy washes. These are places where ORV riders often take off to explore. They may travel some distance along the utility corridor before they leave it and create new unauthorized routes in more remote areas. Effective blockage should be considered at these key locations to prevent ORV access. (Comment letters 0004, 0104)

Factors affecting the sequence of activities include minimizing impacts and interruptions to recreation users, minimizing enforcement needs, preparing and scheduling work, preparing grants, and user group participation with volunteer work. Improvements to routes would be prioritized based on safety and resource concerns, location, cooperative efforts, and funding availability (refer to Appendix E - Implementation, Monitoring and Revision).

16. When temporary routes are created as part of a use authorization (logging, laying optical cable, etc) they must be effectively removed when that use has ended. Use authorizations should include clear stipulations on temporary route removal, the federal agency should adequately monitor and enforce these stipulations, and performance bonds should be required if there is a risk that the permittee may leave before effectively closing the route. (Comment letter 0004)

Requirements for closing routes or other mitigation measures are specific to the project that road use authorization is intended to support. These are developed and documented in the site specific analysis of effects on forest resources (i.e. wildlife, water, vegetation and recreation resources), the project decision and permit or contracts used to implement the project, and therefore are outside the scope of this project.

17. Reconsider closing Road 413 from Alder Creek to Marie Saddle – it is one of the access points to Marie Creek. (Comment letter 0015)

No motorized use restrictions have been proposed for Road 413. It is recognized as a primary access road to the Coeur d'Alene River Ranger District that has been in place for many years.

18. Why not charge motorized vehicles that cause damage, by mandating a sticker such as snowmobiles are required to have. The funds would be dedicated to fixing the damage. Perhaps "community service" volunteers could be obtained from the Sheriff's Department for this work also. (Comment letter 0016)

These recommendations are outside the scope of the Forest Service's authority.

19. Fourth of July trail system needs to be considered for longer use period per year (preferably April 1 to at least October 1). (Comment letter 0020)

During public meetings, one of the most vocal concerns was about seasonal restrictions. To reduce confusion about varying "seasons" of use, there would be only two types of seasonal restrictions on the Coeur d'Alene River Ranger District, one for roads and one for trails (see Chapter 2, section 2.C.1). Motorized use of certain roads would be available from the start of Memorial Day weekend and go through the Labor Day weekend, while motorized use of certain trails would be available from April 1 through the Labor Day weekend (see Chapter 2, section 2.C.1 for further discussion, including specific exceptions to these seasonal restrictions).

20. There should be a seasonal closure to motorized use on the Canfield Trail System from December 1 to April 30. Increased population in the area has greatly increased the number of OHV users on the Canfield trail system. The proximity to CDA and low elevations make this one of the first trail systems to become snow free. Consequently it gets an extreme amount of use early in the year. Substantial degradation occurs to trail surfaces and drainage structures due to motorized use during wet and muddy periods (especially from late February to early May). During this period the soils are completely saturated, easily rutted and displaced, and contribute sediment to live streams if the routs are used by motorized vehicles. Currently the trails use flapper technology to divert water. Flappers require frequent maintenance and can easily be rendered ineffective with only a few passes by motorized vehicles while trails are muddy. (Comment letter 0028)

Canfield trail system, like all trails and roads regardless of seasonal or no seasonal use designations, is subject to temporary closure if conditions warrant per 36 CFR 261.54. The proposed action strategy for addressing the potential damage to trail surfaces due to early season use is discussed in Chapter 2 (2.C.1 Features Common to Both Alternatives). "In the event that spring snowmelt conditions occur late and premature use by motorcycles, ATV's or 4-wheel drive vehicles could result in excessive damage to trail surfaces, the Forest Service could establish temporary use restrictions."

Orders closing a route or area will be issued when motor vehicle use is or will directly cause considerable adverse effects pursuant to 36 CFR 212.52(b)(2), and in other emergency situations (such as wildfires). Ideally, however, the designated system will be managed so that considerable adverse effects do not occur. Early identification of potential problems and working closely with users should prevent impacts before they become significant (see Appendix D – Implementation, Monitoring and Revision).

21. Boulder Creek Road and the ORV trails blazed out of Lone Lake Basin should be closed to motorized use. This road and trail are too steep for motorized use, which results in impacts to Boulder and Willow Creeks. Sections of each road should be decommissioned and signed to end motorized use on these steep slopes. (Comment letters 0029, 0030)

Regarding the Willow Creek basin, it was identified that the proposals were consistent with the current designated use of Trails 138 and 165 and there would be no change to the status of the user created route adjacent to the west side of the basin

22. Atlas Mine road has been and should be maintained as a jeep trail. It creates access to upper and lower Stevens Lakes. It creates a fantastic and challenging experience (Jeep Jamboree USA has used this trail as one of their medium-difficult trail rides). (Comment letter 0051)

Regarding designation of four-wheel drive routes, the screening process determined that if this proposal was implemented, the route would lead to a dead-end at the Lookout Mountain ski area boundary and/or at an intersection with single track trails currently managed for non-motorized use. This would cause a discrepancy in uses.

23. Boulder Creek (and its' loop back to the top of Red Oak) is a good jeep route. I have been told there is an easement issue over private land. How can this trail continue to be managed as ATV or jeep without an easement agreement? (Comment letter 0051)

There is no easement agreement in place at this time, therefore the route cannot be designated or managed by the Forest Service for public use of ATVs, jeeps, or other off-highway vehicles. Without such an easement, the Forest Service is not authorized to manage this segment of road (see Chapter 2, Section 2.A.3).

24. It would make more sense to close trails in the Graham/Coal Creek system to motorized use (at least during hunting season), instead of Chilco Mountain trail. These drainages make up a large block of roadless ground that is rarely used by motorcycles and would make a nice backcountry area for horses and non-motorized use. It would also make a secure area for elk habitat. (Comment letter 0062)

While this recommendation may make sense from a wildlife security perspective, it would not address aquatics or safety concerns. As described in Chapter 3 (section 3.C., Concern 1) and the response to comment 2 earlier in this appendix, increased use of Chilco Trail is causing severe rutting, which increases erosion effects. Large segments of this trail are beginning to resemble a trench line, where hikers and horses could suffer leg injuries.

25. I noticed in the Shoshone News-Press (4/7/07) that information about the proposal was mailed out to over 180 groups, individuals, and other agency offices in mid-March, marking the beginning of a 60-day review period. I didn't receive anything in the mail! Also, I haven't received any comments pertaining to my 5-page August 19, 2006 letter. (Comment letter 0007).

The initial mailing list was developed using existing mail lists for the IPNFs Schedule of Proposed Actions, the Coeur d'Alene River Ranger District's planning mail list, and the list of elected officials (PF Doc. PIC-103). Because Mr. Winkler was not on any of these existing mail lists, he was not mailed a copy of the April 20, 2006 project initiation letter, which was mailed to 318 addresses. Since then, no less than eleven news articles have been published in area newspapers, including the Shoshone-News Press, to notify members of these communities about the project and associated public meetings. Following Mr. Winkler's August 19, 2006 letter, his name was added to the project mail list.

Comments received during the scoping period were used to ensure that all potential issues had been addressed. Due to the number of comment letters, individual letters of response were not prepared. Instead, responses to specific comments have been provided in this appendix to ensure the information is available to all interested members of the public.

26. The availability of single-track motorized trails has declined dramatically. Single-track trails see very little hiking or other use – designate all existing single track trails for motorcycle use. (Comment letter 0005). The Proposed Action significantly reduces motorcycle trail opportunities. The planning team needs to consider that off-highway motorcycle registrations in North Idaho have increased significantly over the past 11 years. (Comment letter 0034).

The miles of single track trails available for motorcycle use exceeds the number of single track trails where motorized uses are restricted (179 miles available; 152 miles restricted). In addition, all trails proposed for use by ATVs would also be available to motorcycles (properly-licensed motorcycle riders may use all forest roads that are designated for motorized travel).

All recreation uses (including nonmotorized) are on the increase. The increase in OHV (including motorcycle) registrations in Idaho has been recognized, and is a key consideration in this analysis (Chapter 1, Sections 1.A and 1.C; Chapter 3, Sections 3.C.3, 3.C.4, and 3.C.7).

*In order to comply with the Forest Plan the development of a comprehensive travel plan for the Coeur d'Alene River Ranger District had to consider the effects of **all** proposed motorized uses on other forest resources in conjunction with motorized user registrations. In order to be a feasible travel plan option the predicted effects of motorized use on wildlife habitat, water resources, other recreation uses and other forest resources had to comply with the standards, guidelines and goals established by the Forest Plan. The two stage screening process used to guide the development of the proposed action provide the means to accomplish this with the assistance and participation of the public.*

27. In the face of rapidly-growing OHV recreation population, the planning team shouldn't be reducing opportunities by closing trails. (Comment letters 0005, 0034, 0041, 0057, 0089). All roads to be closed to full-size vehicle should be converted to ATV routes (Comment letter 0005).

The District needs to look for ways to better maintain the existing trail opportunities or creating new opportunities. The IDPR has tools to assist the district in providing those opportunities. The Off-Road Motor Vehicle Fund, Motorbike Recreation Fund, and Recreational Trails Program all provide funding to construct and reconstruct trails. If the trails are closed, only the RTP can provide potential funding for maintenance and reconstruction. Non-motorized projects are the most competitive grants in the RTP. By closing these trails, the CDA is losing access to three grant funding sources totaling $1.37 million. (Comment letter 0034).

The plan recognizes that ATV demand and registration are increasing (Chapter 1, Sections 1.A and 1.C; Chapter 3, Sections 3.C.3, 3.C.4, and 3.C.7). There is no analysis that equates miles of trails designated for ATVs use with ATV-user satisfaction. In the eastern United States where there are far fewer public lands and far more registered OHVs, enthusiasts have concentrated on making trails challenging to provide experience rather than just mileage.

*In order to comply with the Forest Plan the development of a comprehensive travel plan for the Coeur d'Alene River Ranger District had to consider the effects of **all** proposed motorized uses on other forest resources in conjunction with motorized user registrations. In order to be a feasible travel plan option the predicted effects of motorized use on wildlife habitat, water resources, other recreation uses and other forest resources had to comply with the standards, guidelines and goals established by the Forest Plan. The two stage screening process used to guide the development of the proposed action provide the means to accomplish this with the assistance and participation of the public.*

The District has made effective use of grants and partners to accomplish maintenance and reconstruction of trails. Over one-half million dollars in grants have been approved over the past two decades for the purpose of trail maintenance. The fact that there may be 1.37 million dollars available ignores the fact that many other Ranger Districts and other agencies must compete for the funds. Far more applications for funding are submitted than there are dollars available. Trails that require extensive reconstruction must be subject to environmental effects analysis as well as survey and design work. The District simply does not have the staff to accomplish the work in the short time frame that many expect.

28. The planning team wrongly assumes that motorcycles desire ATV trail opportunities. While motorcyclists can use these trails, they are not desirable opportunities. ATV trails for motorcyclists can actually be more difficult to ride than a single-track trail. ATVs create ruts, where the motorcyclist is forced to choose between one rut or the other rut. The location of these ruts to the inside and outside of the trail causes the motorcycle rider to hit brush, limbs, and other debris. (Comment letters 0034, 0041, 0089).

It is recognized that there is a distinction between the single track trail experience and double track trails, (see recreation discussion). It is desirable that there are no ruts in any trails as ruts inhibit use of trails by other users, e.g. hikers, horse riders, etc. Double track trails probably do not meet the desired experience for single track riders but they do facilitate routes that may connect trails together to form loops.

29. Table 2 [of the scoping letter] displays the summary of available miles of motorized routes per vehicle class. The table shows the miles available to ATVs and the miles available to motorcycles are the same as full-size vehicles for roads open with no restrictions. The draft Travel Management Directives require the district to conduct an engineering analysis to allow ATVs and off-highway motorcycles on full-size vehicle roads. Has this analysis been performed? Some full-size vehicle roads might not be appropriate for ATV use. ATV and motorbike riders look at roads open to full-size vehicles as connector routes. The 1,088 miles of full-size vehicle roads are not necessarily desirable recreation opportunities. (Comment letter 0034).

In some cases users of a trail designated for motorized use will need to use part of an existing system road to connect two or more trail segments. Under both national direction and Idaho State Law, current and pre-existing routes available for dual-designation of vehicular traffic do not require analysis. Any newly-proposed motorized mixed use routes proposed as of January 2007 must go through an extensive engineering analysis prior to the issuance of a final decision (EM7700-30 - Guidelines for Engineering Analysis of Motorized Mixed Use on National Forest System Roads). The purpose of the analysis is to assure the safety of designating a road as part of the trail system. For instance, an analysis might indicate that a given road may have too much

heavy-truck traffic traveling at too high a speed to allow the safe travel of smaller recreational vehicles. The analysis is only done in circumstances where road segments are officially incorporated into the designated trail system. Mixed use analysis is not performed for roads that are not officially part of a designated trail system. OHVs that use a public road are legally bound by the Highway Safety Act and State law.

30. Trails 257 and 227 are south of Interstate 90, where this district has emphasized non-motorized recreation opportunities. These trails receive light use by motorcyclists because of the systems isolation and relatively short length. The light motorcycle use helps to maintain these trails by removing the downfall. Before these trails are closed, the district should consider what non-motorized groups would be willing to maintain these trails. (Comment letters 0034, 0089).

The District trail system has benefited by many hours of donated time by volunteers and partners from enthusiast groups that are not interested in motorized trail riding. Trails 257 and 227 have been worked on by mountain bikers for several years. The rationale for recommending that Trails 227 and 257 be designated for nonmotorized uses is provided in Appendix E, Table E-3 (Proposal 1012).

31. Lamb Peak Trail 325, Lost Creek Ridge Trail 502 and Lost Creek Trail 153 would be closed to motorcycle use in order to increase wildlife security. Wildlife security is a seasonal issue associated with hunting. Rather than close the trails year round, we recommend that a seasonal closure to motorcycle use be placed during hunting season in order to increase wildlife security. The bottom portion of Lamb Peak Trail needs to be relocated in order to address the erosion issue. Analyze the relocation under a separate NEPA process. (Comment letters 0034, 0089).

The interdiciplinary team (IDT) recommended that proposals 1168 (Trail 325) and 1314 (Trails 153 and 502) be advanced based on several factors. While the commentor is correct that the restrictions were in part recommended to manage for wildlife security, it was also necessary to make changes in response to meeting the Forest Plan goal for Elk Habitat potential. To designate Trails 153 and 502 to any motorized use, even seasonal, would have ment motorized use for some other road or trail in the affected Elk Habitat Unit/s would have had to be restricted for the District to meet the Forest plan goal. Regarding Trail 153 (Lost Creek) the IDT concurs that the Trail surface is badly damaged by rutting. In addition to the contribution to improving elk security the proposed restriction would have, the IDT also considered the conditon of the trail in making the recommendation to restrict motorized use. Methods for managing the erosion problems will be evaluated in the future, and relocation of the trail could be one of the options considered.

32. The EA needs to analyze how many single-track and ATV loop opportunities are provided under the various alternatives. (Comment letter 0034).

It is hard to define loop trails in an analysis. Some individuals are looking for grand tour loops that cover dozens of miles others are satisfied with shorter distances. The geography of the Coeur d' Alene Mountain Range dictates the locations where trails and roads may be constructed. Any loop trail system must include roads. Roads were constructed over the trails in the past, (see recreation discussion). It is recognized that looping routes where a user does not have to cover the same ground is desirable. During development of the Proposed Action, loop trail opportunities were considered.

33. Road 496 and Trail 578 would be opened as an ATV route to provide a destination for ATVs. Destination routes are important recreation assets for ATV riders. The topographic map and roads GIS layer does not show the roadbed connecting up with Hulliman Peak. This trail may need reconstruction efforts to accommodate ATVs. The District should also place barriers past Hulliman Peak to prevent ATV riders from going further on the single-track trail. (Comment letters 0034, 0089).

This route was incorrectly identified as Road 496; the actual route number is Road 975. The 2001 Travel Plan as Amended designated Road/Trail 6514 from Road 975 to Hulliman Peak for motorcycle use. Brush is encrouching on Trail 6514 but it can be safely navigated with an ATV, and a segment of trail 578 adjacent to a clearcut boundry makes it possibe for ATV's to safely travel from the end of 6514 to nearly the top of Hulliman peak. Consequently a proposal was advanced to designate Road 6514 and the segment of trail 578 as an ATV trail. Trail 578 beyond the top of the peak is single track that cannot be designated for ATV use without reconstruction to meet Forest Service standards for ATV use. This action is not within the scope of the analysis since it would require a site specific decision before it could be intiated. Since it would be costly and ineffective to install barriers on the Hulliman Peak ridgeline, the District will need to rely on public support and adherence to the motor vehicle use map, designated use signage and law enforcement personnel to manage unauthorized use.

34. Road 2392 would be opened to ATV use, creating an ATV loop opportunity. When designating these roads for ATV use, the district should consider letting these roads brush in. Letting the roads brush in and using the road prism for varying the trail can make the ATV riding experience more enjoyable. Using the road prism to create more bends and turns also has the benefit of slowing riders down. This can lessen maintenance costs and increase safety. (Comment letter 0034).

It is agreed that the two track trails should be allowed to brush in and narrow up to some degree through maintenance techniques. But the Forest Service is still obligated to manage the route to standards necessary for safe public use. The recreation discussion points out the experiential differences between classes of motor vehicles. It is also recognized that not all trails are alike in that some should be more difficult to ride than others allowing the users a variety of challenges.

35. Panhandle Trail Riders Association (PANTRA) has been involved in the travel management planning meetings and in the Coeur d'Alene River Ranger District Motorized Task Force for the past several years. None of the proposed Travel Management Plan changes that propose closing routes currently available for motorized use were discussed in our previous meetings with the Forest Service. Our members that have previously worked with the Forest Service on these issues feel left out of the loop because the Forest Service has failed to consult with PANTRA. We have talked to the Travel Management Project Team and received ambiguous answers at best to any of our specific questions. (Comment letter 0089).

Chapter 2 (Section 2.A.1) describes the process used to determine a starting option to facilitate public discussion and provide a means for considering user needs and potential issues associated with motorized use. The 2001 Travel Plan as Amended, selected as the starting option, was based on previous travel planning efforts, including public involvement.

Development of the proposed action focused on changes to the existing travel system. The process of refining the Starting Option into the Proposed Action was based almost entirely on proposals and comments from the public. The public was notified of these opportunities through letters (including three addresses for PANTRA representatives), articles in three newspapers (Spokesman-Review, Coeur d'Alene Press, and Shoshone News-Press), and flyers posted at 40 to 50 locations in the Silver Valley, Kootenai County, and Spokane, Washington. In addition, District representatives met the PANTRA representatives in May 2006 to discuss the process and their proposals (PF Doc. PIC-21). Project team leaders and recreation planners have been and continue to be available to answer questions at any time during the process.

36. PANTRA takes exception to the hurried pace that the Forest Service is using to push this plan through. The deadline for comments and the timeframe of implementation of the Plan is extremely short in light of the impact the proposed changes will have on the OHV community. The 2005 Court Order gives the Forest Service "two to three" years to review the plan which would allow the Forest Service until March 2008 to complete the Plan. Due to the timing for the unveiling of the Proposed Travel Management Plan, the majority of trails that are proposed for closure to motorized use are currently under snow. The users cannot even go and physically look at the trails in question before this plan takes effect. PANTRA was scheduled to meet with Forest Service representatives on site at Chilco Trail on May 9, 2007, but due to snow on the trail the Forest Service postponed the meeting until May 30, 2007, which is beyond the May 21, 2007 comment period deadline. The comment period should be extended so the Forest Service has time to consider user-created/nonsystem trails wit a serious effort being put forth to generate the information necessary to actually CONSIDER the merits of each trail. (Comment letter 0089).

The pace of this project was based largely on the 2005 Idaho District Court Ruling, which directed the Forest Service to review and analye the Travel Plan in compliance with National Environmental Policy Act (NEPA) requirements within a period of two to three years (PF Doc. PIC-03). The Forest Service initiated contact with the public in April 2006 with a letter to 318 addresses. The letter was used to introduce the project, provide a timeline of key checkpoints, and announce upcoming open house meetings where the public would have the opportunity to collaborate on development of the Proposed Action (PF Doc. PIC-06). While scoping is usually one of the earliest opportunities for the public to participate in such planning processes, a total of four public meetings were held to discuss, refine, and screen proposals before the formal public scoping period ever began. Scoping began in March 2007, nearly a full year after the Forest Service first engaged the public in discussions. After scoping was initiated, there were two additional public meetings, a field trip, and presentations to specific organizations as requested. All comments submitted (whether received by the May 21, 2007 deadline or not) have been considered, including comments received from PANTRA in December 2007. It has taken a full year to fully consider proposals, respond to comments, analyze potential effects, and document the analysis findings. In addition, although the Forest Service is only required to provide 30 days for the public to review

and comment on the environmental assessment, a full 60-day comment period is being provided to ensure there is ample opportunity for the public to review the proposed travel plan for motorized recreation, seek answers to any questions they may have, and provide written comments regarding their thoughts or concerns. At least one public meeting will be held so that the Forest Service can present the alternatives and share their findings with the public.

As discussed in Appendix D (Implementation, Monitoring and Revision), this process will result in publication of an MVU map that will be reviewed annually. Unforeseen environmental impacts, changes in public demand, route reconstruction or construction, and monitoring results could all lead the Forest Service to consider revising designations. Information collected through user groups and individuals will be valuable in evaluating and revising travel management decisions. MVU maps will be republished annually pursuant to 36 CFR 212.54.

37. Road 1534 to the gravel pit should be left open because it makes a good dispersed campsite. It is hard to find a good flat campsite away from the road where you don't get the dust and headlights of the vehicles all night. The campgrounds are closed during hunting season. The road closure signs at Kelly humps should be far enough off the road to be able to pull of to go hunting without getting a ticket (Comment letter 0103).

Road 1534 is not open to public use. The road was developed as access to borrow pit material needed for road construction, and also administrative accessed for forest timber mangement activities. Currently, with the exception of unauthorized incidental public use to the barrow pit the primary use would be administrative access for managment of regeneration in the past harvest units or for emergency response (i.e. wildfire suppression). Designation of the road for public use would require that road maintenance be scheduled and funding be use to ensure that the road meets the Forest Service standards necessary to provide for public safety. The funding necessary to maintain this road in the future would not be available for, possibly, higher priority needs.

38. Basque Trail in the French Gulch area of Coeur d'Alene abuts the Canfield Trail system and has been an illegal alternate route for ingress and egress of the trail system by the general population. The area has been used for overnight parties, alcohol, drug activity, hunting, illegal quad bike access, removing of "private property" and "no trespassing" signs, cutting of trees, and illegally marking and creating a trail on private property to access the trail system. As a result, a scarred landscape of motorcycle trails, disturbing presence of trash and debris, and some property damage to private and common areas has occurred. The developer and several owners have taken action to interface with the National Forest to solve this ever-increasing problem. These efforts include barricades to block some unauthorized trails through private land, a buffer zone between the National Forest and private land, highly visible signs, a private electronic gate, prosecution of gross violators, and Forest Service and local patrols. While there has been some success with these efforts, the situation of trespassers persists. A portion of Trail 8 needs to be removed and relocated further into the National Forest away from private property, thus discouraging trespassing and encouraging the use the designated staging areas which are reasonably located for use of the entire trail system. The existing portion of this trail is steep, eroded, difficult and costly to maintain. The Penn Trail could terminate at a suitable location well west of Penn Station, and at a later date, Cave Trail or Trail 8 could be connected to Penn Trail, thus satisfying the trail system user and private property owners. (Comment letter 0105).

Illegal use of motor vehicles is a great problem for this District. The primary purpose of the travel management plan is to manage use of OHVs. Undoubtedly some will ignore the rules and they risk prosecution if they do. The comments concerning the management of the Canfield Trail system are well taken and may need to be implemented in the future. At this time the proposals for Trail 8 to be relocated are out of the scope of this plan.

39. Trail 323 should not be closed to motorized use. Proposal 1168 can provide nonmotorized opportunities in the area. (Comment letter 0017).

The recommendation to designated Trail 323 for nonmotorized use only is based on conditions of the trail, as explained in Appendix E, Table E-3, Proposal 1313.

APPENDIX B
Concerns Not Addressed in Detail

The following concerns were briefly considered and subsequently eliminated from further study for the reasons stated below.

Access to seed production and genetic progeny test sites, experimental forest studies and activities, and research natural areas: Six seed production sites, two progeny test sites, five research natural areas, and the Montford Creek Study Forest are located within the administrative boundaries of the Coeur d'Alene River Ranger District. Access is currently available to all sites through a combination of roads designated for public use, managed for administrative use or foot travel. Due to the availability of these routes, access to these sites is not an issue.

Effects on the standing and down dead components of allocated old growth stands due to fuelwood gathering: This action does not propose harvest of allocated old growth and the alternatives considered are consistent with the Forest Plan standards for old growth management (PF doc. VEG-2). Personal use fuel-wood collections have been permitted adjacent to the routes designated for public motorized use on the Coeur d'Alene River Ranger District prior to, during and since the establishment of the Old Growth management policy. Under the Proposed Action it is estimated that fuel-wood collections could have occurred on approximately 2,230 acres (one acre less then the Existing Condition estimate, 2,231 acres), [PF Doc. VEG-3]. Consequently, the stand data collected and used to identify or update the district old growth allocation reflect the affects of personal use fuel-wood collections. Unless restricted by order of the Forest Supervisor, personal use fuel-wood collection will continue to be permitted. Provided that future fuel-wood gathering continues to be restricted to designated routes, the potential for removal of standing and down dead material from adjacent stands would not be expected to change. If future circumstances warrant, old-growth stands can be posted with "No Fuel-wood Cutting" signs to mitigate potential effects or support enforcement efforts. Based on these conditions, effects of personal use fuel-wood gathering on old growth is not an issue.

Commercial fuel-wood collections are subject to site-specific analysis of effects, and require decisions specific to each project. Implementation of commercial projects would require that the project be designed consistent with the Old Growth management policy.

The role road access plays in rapid and efficient initial attack of wildfires, and the increased potential for human-caused wildfire starts due to increased access: Since no roads will be constructed or decommissioned under either alternative, there would be no change to initial attack access. Historically, the percentage of human-caused fire starts is very low, so the level of proposed changes to travel management would not be expected to have any meaningful effect. As a result, effects of changes on wildfire suppression and potential increases in human-caused wildfires are not issues.

Fuel costs and supply: The future availability of and costs of fuel for the continuation of motor sports is unforeseeable. Trends in the use of motorized trail vehicles in all classes have been upward since statistics on this use have begun to be compiled in 1973.

Scenic resources: Scenery is normally addressed in the effects analysis. The proposed action is route designation which has no effect on scenery. The road and trail facilities already exist on the ground and would not be altered to any significant degree by the proposal. The scenic existing condition therefore remains unchanged in either alternative. Proposals will conform with ROS classes which to some degree are related to scenic conditions.

Economics: In either alternative a system of OHV trails will be maintained for public use. There is no algorithm known that equates miles of trails with sales of OHV products. If an opportunity exists, some recreation related dollars will be generated in the local economy related to this use.

Trail maintenance and regulation enforcement: The question has been posed, often, concerning maintainability of the trail system in light of decreasing budget appropriations for recreation management on National Forests. It has been pointed out that National Forest system trails have many millions of dollars in "deferred maintenance" and that it is irresponsible to add to the maintenance burden with more trail miles and accommodating every new class of trail vehicle marketed. The arguments have merit and cannot be addressed in detail in this document. That said, it will be imperative that the motor trail enthusiast groups be actively involved in trail maintenance. An excellent relationship has been developed and maintained with motorized sports enthusiasts. The expectation is that they will contribute both time and resources necessary to help support the existing or proposed trail system.

Mixed-use road analysis: State of Idaho allows for mixed use of licensed drivers in off-highway and passenger vehicles on roads designated as open to motorized public travel. In some cases users of a trail designated for motorized use will need to use part of an existing system road to connect two or more trail segments. As of January 2007 any newly-proposed motorized mixed use route must go through an engineering analysis prior to the issuance of a final decision (EM7700-30 - Guidelines for Engineering Analysis of Motorized Mixed Use on National Forest System Roads). The purpose of the analysis is to assure the safety of designating a road as part of the trail system. For instance, an analysis might indicate that a given road may have too much heavy-truck traffic traveling at too high a speed to allow the safe travel of smaller recreational vehicles. The analysis is only done in citcumstances where road segments are officially incorporated into the designated trail system. Mixed use analysis is <u>not</u> performed for roads that are not officially part of a designated trail system. OHVs that use a public road are legally bound by the Highway Safety Act and State law.

APPENDIX C
List of Corrections Made to Both Alternatives

INTRODUCTION

The review of the 2001 travel plan and 2003 amendments, and project-level decisions issued since 2003 identified some mapping errors. In addition, during alternative development the interdisciplinary team discovered several proposals to provide motorized use opportunities that could be implemented while correcting the mapping errors. To accurately reflect existing conditions on the ground today, recent decisions that influenced travel management and opportunities for designated motorized uses, the following errors were corrected on the Proposed-Action Alternative maps (See "Visitor Map Updates"):

LIST OF CHANGES

Spruce Ridge, Road 205: The current travel plan approved the use of this route as an ATV trail. The interdisciplinary team (IDT) recommended allowing this road to be designated for use by all motorized vehicles because: 1) due to limited available road maintenance funding since implementation of the current travel plan barriers were not installed to prevent full size vehicle use; 2) the road continues to be used by full-sized vehicles as a short-cut to Bishop Saddle; and 3) the motorized use is consistent with the standards of the Forest Plan.

Spruce Creek, Road 240: Changes were identified to correct discrepancies found on the current travel plan. A separate decision made to decommission Road 240, concurrent with implementation of the current Travel Plan, approved the closure of the segment between the intersection of Trail 452 (Larch Mountain) and Road 3099. This decision did not anticipate the need to utilize this segment of the road as a part of Trail 452 and as a trailhead for Trail 452. In addition, Proposal 1022 requested that this segment of road be added as a designated motorcycle trail. Based on the determination that the use designations were consistent with the standards of the Forest Plan and a field assessment indicated that the designations could be made with minimum amount of improvements the IDT recommended that the correction and proposal be advanced.

Marie Saddle, Road 413A : The current travel plan identified that this dead-end road would be open to all motorized use on a seasonal basis. Since implementation of the current travel plan, funding has not been available to remove encroaching brush or perform the maintenance required, and that may be necessary, to provide for public safety. Based on this, the IDT recommended that until the maintenance, and/or potential improvements can be assessed and implemented, motorized use of this road should be limited to administrative use.

Road 534SC: Located in the upper Potter Creek area, this route was displayed on the current Travel Plan as an existing administrative use road, with no physical barriers restricting public use. Due to the limited road maintenance funding that has been available since release of the current plan the opportunity to install barriers to control full size vehicle use has not been possible. Use of this road as a short-cut around the longer segment of road (i.e. Road 534) it parallels has continued to occur. Two proposals were considered (Proposals 1042 and 1311) regarding use of Road 543SC. Both would be consistent with the standards of the Forest Plan.

The IDT recommended that Proposal 1042 <u>not</u> be advanced since it would have restricted the use of this road to an ATV by-pass route only. Implementation of this proposal would require installation and maintenance of barriers to eliminate mixed use. The by-pass would provide only a short deviation from ATV travel on roads open to all motorized vehicle use. Mixed use would still occur on Road 534 before and after the intersections at both ends of Road 534SC.

Proposal 1311 (designate use for all motor vehicles) was recommended to be advanced based on the current road condition and established use, provided that the road be scheduled for and receive periodic maintenance needed to provide for public safety.

Flora Miller Road 616: The current travel plan identifies this road as being open to highway vehicles. A review of this road has revealed that the majority of it is not navigable with a full-sized vehicle due to brush and trees (some of which are pole size) and a failed culvert. New construction would be needed to connect this loop route before a public motorized use designation can be considered. Therefore it was not possible at this time to advance proposals for motorized use of Road 616.

A potential Forest Research Project is currently being considered that if implemented, could result in the reconstruction of Road 616 in the future. If the project is implemented a future opportunity may arise to reconsider adding this route to the Motor Vehicle Use Map.

In the interim, Proposal 1069 was given further consideration. This proposal would designate Road 2340 as an ATV trail. This route provides a loop opportunity that travels from Road 612 to and around Echo Peak. Implementation of this proposal provides a feasible motorized-use alternative to the Road 616 loop. Designation of Road 2340 for motorized use was also found to be consistent with the standards of the Forest Plan. Based on these factors, we recommended advancement of this proposal in order to provide the opportunity in the vicinity of Echo Peak.

North Fork Hayden Road 625: Analysis under the 1999 Douglas-fir Beetle Project concluded that decommissioning would be the best action to protect water quality. In 2005, the court agreed and ordered the road to be closed. This road will be gated and managed for administrative use-only until funding becomes available to decommission the road.

Swan Peak Road 810: The current travel plan identifies this road as open to all motorized use on a seasonal basis. Due to the limited road maintenance funding that has been available since release of the current plan removal of encroaching brush or maintenance required to provide for public safety has not been possible. In addition, allowing the use of this road will directly affect an elk security area. During the environmental analysis it was determined that, with motorized use restricted on Road 810, elk security would be within two percent of the Forest Plan Goal.

For these reasons, the IDT recommended that the designated use of this road be corrected to reflect the current on the ground conditions and findings of the environmental analysis. Maintenance and/or potential improvement needs should be assessed and implemented before this route is reconsidered for future addition to the motor vehicle use map. In addition, an analysis would be needed to review this proposal and it's potential reduction on elk security. The reduction could reduce the districts capability to meet the Forest Plan security goal during the planning of future forest resource management projects (i.e. vegetation management, or fire and insect rehabilitation projects), or recreational motorized use proposals.

Little Tepee Roads 1521 and 1521 C and D: Under the current travel plan this system of dead-end roads would be open to all motorized use on a seasonal basis. With the exception of the segment of Road 1521 between its junction with Road 323 and the junctions of the C and D spurs, field reviews determined the roads are brushed in and not navigable with motorized vehicles. Due to the limited road maintenance funding that has been available since release of the current plan removal of encroaching brush or maintenance required to provide for public safety has not been possible. Based on this, the IDT recommended that the impassable segment of Road 1521 and Roads 1521 C and D be limited to administrative uses until current improvement needs can be assessed and completed.

Roads 1550, 1525, 1560: The 2002 Iron Honey Project Record of Decision identified **Roads 1550 and 1560** to be opened as an alternate route to connect the Horse Heaven area to Bunco Road 332. The decision also identified that **Roads 1525, 1560 Spurs and the segment of 1560 between the junctions of Roads 1550 and 258, 1550 and 6728 roads** would be managed as ATV trails. The Iron Honey decision was not implemented, so consequently the improvements needed to make these routes suitable for the proposed use were never initiated or completed. To provide a correct designated use map in the future, the IDT recommended that routes not suitable for the current designated use be limited to administrative until current improvement needs can be assessed and completed.

During the alternative development process, several proposals were considered regarding the designation of roads as interconnecting loops or point-to-point routes for ATVs, 4 wheel-drives or all-vehicle use. These proposals include Roads 794, 1525, 1532, 1550, 1560, 1560 spurs, 1590 and 6728. From these, it was recognized that there were opportunities in each of the proposals that, if advanced, would provide motorized use loops or point-to-point travel combinations. These include designation of Roads 794 and 1532 for all motorized uses; Roads 1560, 1525 and 6728 for 4-wheel drive, ATV and motorcycle use; and Road 1590 for ATV and motorcycle use. The result, when combined with roads already designated for motorized use in this area, created several loop routes that are very similar to proposals received.

Colt Mountain Area Roads 425, 1532 and 2346: Under the 2001 Travel Plan as Amended, the segment of Road 1532 between its junction with Roads 425 and 794 not designated for motorized use. The intention was that segments of Roads 2346 and 425 between Roads 794 and1532 would be improved to replace the closed segment. The improvements have not occurred. To provide a correct designated use map in the future, it was recommended that the roads be restricted to administrative use.

During the alternative development process, an opportunity was identified to provide an alternative route to Roads 2346 and 425. Due to the limited road maintenance funding since implementation of the current plan and the deferred Iron Honey decision, the segment of Road 1532 that had been restricted under the current travel plan to administrative use had not been decommissioned. Through the analysis of effects, it was found that designating this segment of road open to motorized use was consistent with the Forest Plan, and therefore the IDT recommended that the correction be incorporated into the Proposed-Action.

Buckles Mountain Road 2302: The current travel plan identifies this road as open to all motorized use on a seasonal basis. Due to the limited road maintenance funding that has been available since release of the current plan removal of encroaching brush or maintenance required to provide for public safety has not been possible. In addition, allowing the use of this road will directly affect an elk security area. During the environmental analysis it was determined that, with motorized use restrict on Road 2302, elk security would be within two percent of the Forest Plan Goal.

For these reasons, the project team recommended that the designated use of this road be corrected to reflect current on-the-ground conditions and findings of the environmental analysis. Maintenance and/or potential improvement needs should be assessed and implemented before this route is reconsidered for future addition to the motor vehicle use map. In addition, an analysis would be needed to review this proposal and its potential impact to elk security. The reduction could reduce the districts capability to meet the Forest Plan security goal during the planning of future forest resource management projects (i.e. vegetation management, or fire and insect rehabilitation projects), or recreational motorized use proposals.

Echo Peak Road 2340: This route was identified on the 2003 Travel Plan as open to highway vehicles. A review of this route has revealed that it is vegetated and cannot be driven by full-sized motor vehicles. It was initially recommended that this road be limited to administrative use.

However, the field review also revealed that the route could be designated as an ATV trail with a minimum of brushing. Based on consideration of Proposal 1069, there was an opportunity to provide Road 2340 as an alternative ATV trail to Road 616 (see the earlier discussion on Road 616). This option was incorporated into the Proposed-Action and through the analysis of effects was found to be consistent with the Forest Plan. Based on this, the IDT recommended advancement of Proposal 1069 in order to provide a motorized use opportunity in the vicinity of Echo Peak.

Daisy Gulch Road 6532: This route, located in the Mullan area, was displayed in the wrong location on the 2003 Travel Map. It was drawn next to Gentle Annie Gulch instead of in its correct location next to Daisy Gulch (one-half mile to the east). Road 6532 will be correctly displayed next to Daisy Gulch.

Silver Summit Road 6538: The road is a dead-end route that provides access to a Bonneville Power Administration (BPA) towers located on the top and southwest side of the ridge from Eighty-Day Saddle to the Coeur d'Alene River. On the 2003 Travel Plan, it appears that it could connect to the Coeur d'Alene River (County Road 1-C). It actually stops on a bluff above the river. Future delineation of Silver Summit Road 6538 on the motor vehicle use map will be refined in order to prevent errors in interpretation of the roads location and point of termination.

Laverne ATV Trail System (Trail 931 from Road 812 to Laverne Saddle and Trail 1544 to Trail 798 (Hemlock Mountain area): These were identified on the current travel plan as ATV trails with seasonal restrictions. Field assessment in 2007 discovered improvements were needed on Roads 1544, 798 and 931 to provide for management of aquatic resources. The goal is to implement the improvements in 2009. Planning was initiated for the decision to implement the improvements in the fall of 2007 (See Laverne ATV Categorical Exclusion and Decision Memo). Trail 798 will remain designated for ATV use as identified in the proposed action and current travel plan. During implementation use of Trail 798 will be temporarily restricted due to the presence and operation of heavy equipment. Roads 1544 and 931 are not suitable for use in their present condition. The improvements need to be completed before these routes can be added to a future motor vehicle use map.

APPENDIX D
Implementation, Monitoring and Revision

Implementation

Implementation of travel management decisions requires maps that are accurate and readily available to the public; effective enforcement of travel management restrictions; educating visitors on travel management regulations and designations; and monitoring to help determine whether designations should be revised.

The key to ensuring a sustainable travel management plan for the Coeur d'Alene River Ranger District over the long term will be to work with a wide variety of users, groups, and any interested individuals at the local level. Volunteers and organized user groups are an important component in each step of implementation, monitoring, and revision. Partnerships extend the agency's limited resources to accomplish trail maintenance, restore damage, educate users, and promote a spirit of cooperation among national forest visitors.

The Motor Vehicle Use Map should be available to the public in 2009

Publication of a Motor Vehicle Use Map: Publication of a Motor Vehicle Use Map (MVUM) completes the designation process. Under the new travel management rule, the MVUM is the principle enforcement tool for motor vehicle regulations. The map must be consistent with national standards governing content, presentation, and data. It will display only those roads and trails designated for motor vehicle use. Routes not designated for motor vehicle use (such as non-motorized routes, single-purpose routes, administrative routes, unauthorized routes, and temporary routes) will not be shown on the Motor Vehicle Use Map. The MVUM is not intended to convey visitor information or to replace other visitor maps.

The MVUM will be free to the public, and will be available in both printed copy (black and white) and on the Idaho Panhandle National Forests' website. The Forest Service will distribute copies to the public:

- *by mail if an individual has specifically requested a map be sent to them),*
- *at appropriate Forest Service offices,*
- *at state offices (such as Idaho Fish and Game, Idaho Parks and Recreation, and Idaho Department of Lands),*
- *at locations providing visitor information (such as visitor information centers),*
- *and through interested user groups.*

After initial publication, the maps will be re-published annually, reflecting any changes to the designations since the last printing (discussed further in the "Revision" discussion below).

Prohibitions go into effect with publication of the MVUM; enforcement will be ongoing

Enforcement: Prohibitions against motor vehicle uses not consistent with designated uses are enacted through the 36 Code of Federal Regulations (CFR) 261.13 Subpart A (general prohibitions).

The Subpart A prohibitions that apply to the use of roads and trails have historically dealt primarily with violations of applicable state laws that regulate licensing, noise, safe operation of vehicles, damaging roads or trails, interfering with road or trail use, being under the influence of alcohol or drugs, careless or reckless operation or in a manner which damages aquatic resources or wildlife. These general prohibitions are considered "strict liability" prohibitions. This means that it is primarily the National Forest user's responsibility to know and adhere to these regulations without any additional notification or posting on the part of the agency.

Most travel restrictions that historically prohibited some sort of travel on National Forests were implemented through the Subpart B authority for special orders, specifically 36 CFR 261.53 (Special closures), 36 CFR 261.54 (National Forest System roads), 36 CFR 261.55 (National Forest System trails) and 36 CFR 261.56 (Use of vehicles off National Forest System roads). These specific sections found in the Code of Federal Regulations permit the agency to prohibit certain uses of roads and trails, to limit use to specific vehicle types, and to prohibit off road travel. The 2005 travel planning rule changed the legal authority for regulating off-route travel of motor vehicles (Federal Register vol. 70, No. 216; PF Doc. PIC-03). The final rule changed the enforcement authority for motor vehicle restrictions from Subpart B to Subpart A, making motor vehicle violations a strict liability infraction. Now, motor vehicle use off designated routes (cross country) will no longer be permitted unless it occurs in specifically managed and designated open areas. There are no such open areas designated under the No-Action or Proposed Action Alternatives.

This change in enforcement strategy and legal authority will greatly enhance the Forest Service's ability to enforce regulations that control motor vehicle travel on National Forests. Violations of prohibitions found in 36 CFR 261 shall be punished by a fine of not more than $5,000 or imprisonment for not more than six months, or both (Title 16 of US Code Section 551). In some situations, violators may be held accountable for the cost or repairing or restoring the area damaged during the violation.

Forest Service law enforcement officers (LEOs) play a critical role in enforcing compliance with laws and regulations, protecting public safety, and protecting National Forest resources. The Forest Service also maintains cooperative relationships with State and local law enforcement agencies that provide mutual support across jurisdictional boundaries. Enforcing closures and other regulations and providing for public safety will occur through the presence of law enforcement agents, Forest Protection Officers, recreation staff, and other Forest Service employees in areas of greatest concern. In addition, the Forest Service will work with volunteers and interest groups to help educate visitors and provide information on when and where specific uses are allowed.

Education and Information: Education and cooperative relationships with users support implementation of the travel plan by promoting understanding and voluntary compliance. An aggressive information and education program is crucial to the successful implementation of the travel management plan. Specific components of the information and education efforts include:

Cooperative education and information efforts will be ongoing.

- *Providing "user guides" for recreation activities through a variety of means, such as working directly with clubs, businesses, organizations and individuals to share information about new travel management decisions.*
- *Providing comprehensive information on permissible uses and restrictions on trails and roads via the internet.*
- *Providing educational presentations and programs targeting specific user groups; for example, presentations to high school students made in cooperation with motorized user groups.*
- *Emphasizing the "share the trail" message through signing at trailheads and other recreation sites, and providing user guides where mixed uses will occur on the same route.*
- *Distributing pamphlets and user guides about changes in travel management through local businesses, visitor centers, fairs and sporting goods shows.*
- *Visitor contacts with Forest Service employees in the field.*

The comment form used at multiple open-house meetings for the Travel Plan project included a box to check if people were interested in volunteering to maintain designated trails. Approximately 75 people indicated interest; many of these already support trail maintenance efforts through organized recreation groups. Once a decision has been issued, the Forest Service will begin contacting these volunteers to develop plans for cooperative trail maintenance for the following season.

Engineering: The Travel Plan decision will likely result in changes to some roads and trails, such as signing, maintenance, and installing or removing closure devices.

Engineering activities could begin as early as the fall of 2008

Signing (consistent with the national standard) would be installed as appropriate to indicate routes available for motorized uses. Signs may:

- *Reinforce designations with route markers, guide signs, and reassurance markers*
- *Reinforce designations by vehicle class and time of year, as appropriate*
- *Reinforce the prohibition regarding motor vehicle use off of the designated system*
- *Inform visitors about the Motor Vehicle Use map*
- *Inform visitors about orders related to short-term or emergency restrictions*

Closure devices (such as gates, barriers, or berms) may be removed, adjusted, or added to implement changes to the available routes based on the Travel Plan Decision related to site conditions, vehicle use classification, or resource concerns. Installation or removal of closure devices would begin in the fall of 2008. Some routes may only require routine or seasonal maintenance for the designated use of that route.

All implementation activities will occur in compliance with the Noxious Weed Record of Decision for the Coeur d'Alene River Ranger District to minimize spread of noxious weeds.

Factors affecting the sequence of activities include minimizing impacts and interruptions to recreation users, minimizing enforcement needs, preparing and scheduling work, preparing grants, and user group participation with volunteer work. Improvements to routes would be prioritized based on input from the public, safety and resource concerns, location, cooperative efforts, and funding availability.

The Forest Service receives funding from Congress for maintaining roads and trails in accordance with management objectives. In addition, volunteers and cooperators maintain many trails. In a typical year, the Forest Service receives funds to maintain approximately 15 percent of the designated road and trail system. Additional maintenance is sometimes carried out through grants and cost-share opportunities, although such funds are not guaranteed.

Monitoring

Designations are not permanent. The travel planning rule requires that the effects of motor vehicle use on designated routes be monitored consistent with the Forest Plan, as appropriate and feasible (36 CFR 212.57). Designations may be revised as needed to meet changing conditions, in accordance with the requirements for public involvement in §212.52; the requirements for coordination with Governmental entities in §212.53, and the criteria in §212.55. The revisions are to be reflected on an MVUM pursuant to §212.56 of the travel rule.

Field monitoring for compliance with new regulations and educating recreationists about changes will be an important component of implementation. The goal of travel management monitoring is to determine what is working well and what is not, and to help identify what changes are needed in travel management or monitoring methods. The Coeur d'Alene River Ranger District currently provides field monitoring through Forest Protection Officers and other field-going employees. Additionally, Forest Service law enforcement officers assist with monitoring and compliance.

Specific monitoring will occur to ensure that:

- *Travel management decisions are carried out (project implementation monitoring)*
- *Designation and enforcement are effective in limiting cross-country motorized travel (effectiveness monitoring)*
- *Long-term outcomes envisioned in the travel management rule are achieved at the local level (program monitoring); and*
- *Assumptions and models used in project analysis remain valid (validation monitoring).*

Monitoring Specific to Wildlife Concerns

Item 1: GIS analysis of open motorized routes (roads + trails) whenever projects change it, such as installation of new barriers on closed roads and trails, Laverne Trail construction, etc.

Objective: To evaluate and improve habitat security for elk and other wildlife.

Location: A minimum of 10 roads/trails each year in each category – open, closed, seasonal closure. Emphasis on the EHUs with the lowest EHP number relative to its goal (i.e. EHU4, EHU9, EHU10, EHU7, WEHU6, WEHU4, WEHU2).

Timing/Frequency/Duration: When traffic levels are highest. This could be big game hunting seasons in the fall or holiday weeks during the summer. Monitor at least 5 years.

Responsibility: Any changes to road status will be reported to Engineering and GIS. Wildlife biologist or other trained individual will do elk model revisions as needed.

Reporting: Annually

Item 2: Set up long-term snag monitoring plots on roads designated for motorized use. Monitor the number and diameter of snags at least every other year close to roads and away from roads. Use methodology similar to Bate and Wisdom 2004 (PF Doc. WL-R204).

Objective: Evaluate availability of large-diameter snags and down woody material which are important habitat components for wildlife.

Location: Scheduled stand exams and stands which have been modeled as suitable flammulated owl or fisher habitat.

Timing/Frequency/Duration: Several long-term monitoring sites should be monitored every other year for at least 5 years.

Responsibility: Stand exam crew with volunteers and wildlife personnel will do additional snag surveys.

Reporting: Annually.

Item 3: Monitor 20% of district roads and trails annually (standard deferred maintenance surveys on Maintenance Level 3, 4, and 5 roads), and review closure devices on least 25 closed routes and closed areas during high use periods such as before and during/after the big game hunting seasons for effectiveness. Photograph tire tracks and other evidence of unauthorized motor vehicle use. Determine the percent of roads which are not designated for motorized use which have motorized traffic. Adjust Elk Habitat Potential calculations for the district accordingly. Document missing signs and replace as funding allows.

Objective: To assess the effectiveness of road closures by monitoring unauthorized motorized traffic occurring off routes designated for motorized use.

Location: Districtwide, especially areas where there has been resource damage from unauthorized motor vehicle use, i.e. power-line area in Burke Canyon (T48N, R6E, Sections 7 and 8).

Timing/Frequency/Duration: Occasionally throughout summer, emphasis = sweep before hunting season, and check later during or after hunting season. Rotate to different roads each year. Continue at least 5 years.

Responsibility: District employees will complete EMS CAR Forms to document unauthorized motorized use. Wildlife personnel and/or volunteers will monitor additional closed routes for total of 25 annually. GIS specialist and wildlife biologist will update Elk Habitat Potential as needed.

Threshold: If motorized use is found on a closed road or trail, consider this a motorized route and recalculate habitat security and Elk Habitat Potential.

Reporting: Annually

Monitoring Specific To Aquatic Concerns

The following outlines the monitoring specific to the Aquatic Concerns and core data tracked with this Travel Plan EA. The primary concern (Tier I), as analyzed within the Aquatics Direct, Indirect, and Cumulative Effects section of the Travel Plan EA was sediment yield as measured in tons per year as a result of the use of open, motorized roads and trails. The additional, "Tier II" information that follows sediment yield, are disclosure items for Aquatics Resources, that are funded for on an every- or every-other year basis through aquatic operation dollars. Tier II items are identified and discussed here as they change over the course of the life of Travel Plan and its associated maps distributed to the public as they have been and will continue to be tracked and monitored outside of the Travel Plan EA.

Tier I: Primary Monitoring of the Travel Plan EA – Aquatics

Sediment yield (tons per year) is the decrease or increase of sediment based on implementation of this Travel Plan EA, through the process of validation. Monitoring of sediment yield, outside of natural cyclic conditions that could produce change, will be monitored and compared based on actions developed through administrative control, utilizing the WEPP model. As the use of roads and trails change over the course of time (i.e. new trails routes developed) as developed from this EA; or ongoing and reasonably foreseeable actions create road and trail use changes, the WEPP model will be run against these road and trail use designation changes to determine sediment yield, followed by validation on the ground when actions are implemented. Monitoring and validation would occur by the district hydrologist on an annual or timed basis depending on the issuance of a revised MVUM.

Tier II: Disclosure of data collected that can change as a result of sediment yield

Riparian Function: Riparian road density would be reduced under the Proposed Action at the 6th-HUC watershed analysis scale in the Travel Access Management Area. Though the roads or trails in this zone are administratively controlled, they will be monitored over time as likely future decommissioning efforts will target them for removal through priority setting or Ongoing or Reasonably Foreseeable NEPA projects. Dispersed camping and recreational uses (e.g. Campers,

Jeeps, ATVs, etc) are of concern to riparian aquatic, wildlife, and botany species. This type of recreational activity is controlled through regulations that allow closure orders to be administered to reduce impacts (see Chapter 2). The continual development and usage needs to be monitored within the 300-foot distance allowable off hardened road surfaces where closure orders are not in place. Monitoring and validation would occur by the district Recreation and Aquatics Program Specialists on an annual or timed basis, pending on the issuance of a revised MVUM or NEPA related implementation projects that would cause on the ground change.

Temperature and Large Wood Recruitment: Data has been and will continue to be collected to review trends and patterns in temperature over time and large woody debris recruitment. INFS (1995; PF Doc. CR-003) standard and guidelines are included as design criteria for this project. The only work proposed within the Riparian Habitat Conservation Areas is the reduction of riparian roads from the No Action to the Proposed Action (if implemented) through administrative control. Both sets of data have and will continue to be collected on a project-by-project or basin-by-basin basis to conduct trend or patterns in the variability of these parameters. This information is generally collected annually at a localized level, analyzed, and interpreted for specific project development. Monitoring and validation would occur by the district Aquatics Program Specialists on a annual or timed basis, pending on the issuance of a revised MVUM or NEPA related implementation projects that would cause on the ground change.

Fish Passage: In 2003, the objective was to collect data at all potential or known road-stream culvert crossings where fish populations were known to reside. It was determined that there are inventoried culverts that restrict fish passage on the open, motorized roads and trails in the Travel Access Management Area. Fish passage concerns are recognized on these routes, however upgrades or removal are not apart of the Implementation of this EA (see Purpose and Need – Chapter 1). These concerns will be monitored over time and as finances and NEPA analysis support their replacement/upgrade needs, appropriate action and concerns will be addressed at the appropriate scale of analysis. This information is generally collected and reviewed annually at a localized watershed scale, analyzed, and interpreted for specific project development. Monitoring and validation would occur by the district Aquatics Program Specialists on an annual or timed basis, dependent on implementation projects that would cause on the ground change over time.

Hydrologic Integrity: The riparian road densities (number of miles per square mile) are calculated at the 6th-HUC watershed scale. This is related to overall riparian function, where a reduction or increase in riparian road density is tracked as it would change over time. The density of riparian roads will be monitored over time and as finances and NEPA analysis support riparian road density change, appropriate action and concerns will be addressed at the appropriate scale of analysis. This information is generally collected and reviewed annually at a localized watershed scale, analyzed, and interpreted for specific project development. Monitoring and validation would occur by the district Aquatics Program Specialists on an annual or timed basis, dependent on the implementation of a project that would cause on the ground change.

Westslope Cutthroat Trout: As described in Chapter 3, Aquatics, the density (number of fish per 100 meters squared) of westslope cutthroat has been collected at repeat sampling sites through snorkeling efforts within the North Fork Coeur d'Alene River basin for over 30-years. Use of this trend data is used to track population responses over time and make inferences on the data set that relate to population and habitat change. Also, population densities at the localized watershed scale are used to track westslope cutthroat trout densities. Monitoring and validation would occur by the district Aquatics Program Specialists on an annual or timed basis, dependent on the implementation of a project that would cause on the ground change or through repeated collaborative snorkeling efforts with the Idaho Department of Fish and Game.

Revision

The designations identified on the MVUM are not permanent. Unforeseen environmental impacts, changes in public demand, route reconstruction or construction, and monitoring results may lead the Forest Service to consider revising designations. Information collected through user groups and individuals will also be useful in evaluating and revising travel management decisions. Motor Vehicle Use Maps will be republished annually to reflect current designations, pursuant to 36 CFR 212.54.

The Forest Service will review the MVUM annually. In most cases, changes will be addressed on a site-specific basis and would not trigger reconsideration of decisions about the whole system of designated routes.

Proposed revisions to the MVUM would require additional or supplemental NEPA analysis, including public involvement. The primary steps for revision would include:

- *The Forest Service would identify and share proposed changes (if any) to travel management and the MVUM with the public, so that members of the public could provide comments on the responsiveness of the proposal(s) to recreational motorized user needs.*
- *Based on public input and field information, the Forest Service would develop a Proposed Action based on specific changes to travel management and the MVUM. Analysis and effects information would be disclosed to the public for their review and further comments.*
- *The Forest Service would decide which, if any, proposals for change to travel management would be approved. Based on this decision, the MVUM would be revised and distributed to the public.*

Orders closing a route or area will still be issued when motor vehicle use is directly causing or will directly cause considerable adverse effects pursuant to 36 CFR 212.52(b)(2) or if use would be hazardous to the public. This may include temporary use restrictions that would be necessary in the event that spring snowmelt conditions occur late and use by vehicles could result in excessive damage to road or trail surfaces or for other emergency situations (such as fire closures). These prohibitions would be implemented and enforced per Subpart B - Prohibitions in Areas Designated by Order, 36 CFR 261.53, 261.54, and 261.55 Ideally, however, the designated system will be managed so that considerable adverse effects do not occur. Early identification of potential problems and working closely with users should prevent impacts before they become significant.

Occasionally (for example, when a new species is listed under the Endangered Species Act), there may be a need to fundamentally shift the system of designated routes across a large portion of the ranger district. In these cases, a broad travel analysis leading to proposed changes and further NEPA analysis are likely to be appropriate.

APPENDIX E
Rationale for Proposal Disposition

INTRODUCTION

Discussions in Chapter 2 and Appendix A describe the process used to determine whether or not a proposal would advance as part of the Proposed Action. As described in Chapter 2, each proposal was assigned an identification number. There are at times gaps in the sequence due to numbering errors discovered during proposal registration; however, all of the proposals received are represented in this appendix.

Those who submitted proposals during this process will be interested in whether their proposal advanced or not, and the rationale supporting that determination. Tables E-1 and E-2 provide a listing and cross-index of the proponents (those who submitted the proposals) and the proposal identification number. Some proponents suggested changes to multiple routes. To provide a clear and concise response, the proposal was split out and the proposal number is followed by a letter. For example, Proposal 1001 was split into two proposals, shown as 1001A and 1001B (but both were submitted by the same person or group). Table E-3 (organized by proposal number) identifies the disposition of each proposal received during collaborative efforts (described in Chapter 2 and Appendix A).

If you submitted a proposal and want to see whether or not it was advanced as part of the Proposed Action, first look for your name in Table E-1, the alphabetical listing. Find the identification number of your proposal(s), and then go to Table E-3 to see the disposition category (described below) and the rationale behind that recommendation.

The rationale is provided by the Coeur d'Alene River Ranger District interdisciplinary team assigned to this project (they are the "we" in the rationale table). While the membership of the team has fluctuated over the life of the project due to employee transfers and/or retirements, the team consists of one or more team leaders, a writer-editor, recreation planner, wildlife biologist, botanist, fisheries biologist, fire/fuels specialist, transportation planner, and engineer. The team worked under the guidance of the District Ranger and Deputy District Rangers, and with the involvement of their counterparts at other District Offices, the Forest Supervisor's office, and the Regional Office as appropriate.

DISPOSITION AND RATIONALE BY PROPOSAL NUMBER

The disposition of each proposal fell into one of four categories:

Advanced in Proposed Action: The proposal was specific, proposed a change to an existing route, met the criteria set forward in the initial (Level 1) and advanced (Level 2) screening processes, and would contribute toward meeting the purpose and need for project (as stated in Chapter 1) in compliance with the Forest Plan. These proposals were advanced as part of the Proposed-Action Alternative.

Advanced Indirectly: These were proposals that had either already been identified to advance under another assigned proposal number, or which pointed out the need for a correction (as described in Appendix C). Rather than tracking multiple proposals that were identical, we used the number of the earlier proposal for tracking purposes. Therefore, while these proposals advanced as part of the Proposed-Action Alternative, they were tracked under another proposal number or as a correction (as indicated in the rationale column of the table).

Not Advanced: These proposals were specific and proposed a change to an existing route, but may or may not have met the criteria set forward in the initial (Level 1) and advanced (Level 2) screening processes. These proposals would <u>not</u> contribute toward meeting the purpose and need for the project (as stated in Chapter 1) or would not be consistent with the Forest Plan. These proposals were not advanced as part of the Proposed-Action. That is not to say these proposals may never be considered in future management of the road and trail system, but would require further assessment or documentation (as noted in the table).

Not Considered in Detail: These proposals were not specific, did not propose any change, and/or did not meet the criteria set forward in the initial (Level 1) screening process. These proposals were not considered in detail, and would not – as worded - be considered in future management of the road and trail system.

Table E-1. Cross Reference of Proposals by Name of Proponent.

Proponent	ID #
Anderson, Eric	1233, 1254, 1259, 1276
Anderson, James	1222, 1224, 1226, 1227, 1229, 1268
Archer, Hans	1043, 1044, 1045, 1191, 1192, 1257
Ashmore, Andrew	1203, 1205
Axtell, Jim	1243
Barker, Joel	1231
BCHC	1069
Berard, Jayme	1311
Branstetter, Michael	1032
Carlson, Linnea	1184, 1185, 1187, 1189
Carns, Rich	1201
Castleberry / Shepherd	1064, 1065
Castleberry, Earl	1030, 1066
Crimmins, Tom	1196, 1198, 1199, 1252, 1271
Culbreth, Joseph	1206
Dennis, Donn	1024, 1025, 1026
Dorrell, Jack	1060
Dragoo, Alan	1028
Drumheller, Susan	1050
Dutchie, Dave	1157

Proponent	ID #
Flugel, Dick (Back Country ATV)	1051 – 1059, 1061 – 1063, 1068, 1070 – 1072, 1081 – 1088, 1278, 1280
Frizzell, Earl	1294 - 1296
Forest Service Project Interdisciplinary Team	1314 - 1317
Funderburg, Jason	1213, 1215, 1217, 1219, 1220, 1261
Garb, Timothy	1023
Good, Richard	1159
Grasseth, Sandy	1245, 1273, 1275
Griffiths, Dave	1297, 1298
Grimmett, Scott	1305 - 1310
Harvey, Geoff	1001 – 1005, 1150, 1152
Hathaway, Cecil	1154
Haynes, Ron	1047
Hicker, Roger	1177, 1178, 1180, 1182
Hood, Ron	1029
Jennings, Larry	1036
Johnson, Scott	1027, 1031, 1234
King, Randy	1074 - 1079
Kroetch, Larry	1282
Latta, John	1008 - 1011
Lider, Ed	1163, 1164, 1166, 1168, 1194, 1283

Proponent	ID #
Livingston, Tony	1208, 1210, 1212, 1255, 1269
MacDonald, Ron	1284 – 1288
Magill, Mark	1241
Mihelich, Mike	1033, 1034
Nimke, Tyler	1006, 1007
North Idaho 4-wheeler Association O'Brien, Bob	1299 – 1303 1293
O'Brien, Jack	1000
Price, Dan	1046, 1156
Quinn, Marcus	1170 – 1173, 1175
Rehnborg, Bob	1073
Ritchie, Carl	1304
Rupp, Jack	1035, 1161, 1236, 1238, 1240
Russell, Sally	1020
Scott, Dan	1247, 1248, 1250
Setters, Douglas	1022, 1040 – 1042, 1049
Shelley, Michael	1037
Shepherd, J.	1067
Shields, Jim	1038, 1039
Smith, Lynn	1012 - 1019
St. John, Brad	1313
Struck, Cynthia	1021
Tihonovich, Mark	1048, 1262, 1264, 1266
Unknown	1289- 1292, 1312

Table E-2. Cross Reference of Proposals by Identification Number.

ID #	Proponent
1000	O'Brien, Jack
1001	Harvey, Geoff
1002	Harvey, Geoff
1003	Harvey, Geoff
1004	Harvey, Geoff
1005	Harvey, Geoff
1006, 1007	Nimke, Tyler
1008 - 1011	Latta, John
1012 - 1019	Smith, Lynn
1020	Russell, Sally
1021	Struck, Cynthia
1022	Setters, Douglas
1023	Garb, Timothy
1024 - 1026	Dennis, Donn
1027	Johnson, Scott
1028	Dragoo, Alan
1029	Hood, Ron
1030	Castleberry, Earl
1031	Johnson, Scott
1032	Branstetter, Michael
1033, 1034	Mihelich, Mike
1035	Rupp, Jack
1036	Jennings, Larry
1037	Shelley, Michael
1038, 1039	Shields, Jim
1040 - 1042	Setters, Douglas
1043 - 1045	Archer, Hans
1046	Price, Dan
1047	Haynes, Ron
1048	Tihonovich, Mark
1049	Setters, Douglas
1050	Drumheller, Susan
1051 - 1059	Flugel, Dick (Back Country ATV)
1060	Dorrell, Jack
1061 - 1063	Flugel, Dick (Back Country ATV)
1064 - 1065	Castleberry / Shepherd
1066	Castleberry, Earl
1067	Shepherd, J.
1068	Flugel, Dick (Back Country ATV)
1069	BCHC
1070 - 1072	Flugel, Dick (Back Country ATV)

ID #	Proponent
1073	Rehnborg, Bob
1074 - 1079	King, Randy
1081 - 1088	Flugel, Dick (Back Country ATV)
1150	Harvey, Geoff
1152	Harvey, Geoff
1154	Hathaway, Cecil
1156	Price, Dan
1157	Dutchie, Dave
1159	Good, Richard
1161	Rupp, Jack
1163, 1164	Lider, Ed
1166	Lider, Ed
1168	Lider, Ed
1170, 1171	Quinn, Marcus
1171	Quinn, Marcus
1173	Quinn, Marcus
1175	Quinn, Marcus
1177, 1178	Hicker, Roger
1180	Hicker, Roger
1182	Hicker, Roger
1184, 1185	Carlson, Linnea
1187	Carlson, Linnea
1189	Carlson, Linnea
1191, 1192	Archer, Hans
1194	Lider, Ed
1196	Crimmins, Tom
1198, 1199	Crimmins, Tom
1201	Carns, Rich
1203	Ashmore, Andrew
1205	Ashmore, Andrew
1206	Culbreth, Joseph
1208	Livingston, Tony
1210	Livingston, Tony
1212	Livingston, Tony
1213	Funderburg, Jason
1215	Funderburg, Jason
1217	Funderburg, Jason
1219	Funderburg, Jason
1220	Funderburg, Jason
1222	Anderson, James
1224	Anderson, James
1226, 1227	Anderson, James
1229	Anderson, James

ID #	Proponent
1231	Barker, Joel
1233	Anderson, Eric
1234	Johnson, Scott
1236	Rupp, Jack
1238	Rupp, Jack
1240	Rupp, Jack
1241	Magill, Mark
1243	Axtell, Jim
1245	Grasseth, Sandy
1247, 1248	Scott, Dan
1250	Scott, Dan
1252	Crimmins, Tom
1254	Anderson, Eric
1255	Livingston, Tony
1257	Archer, Hans
1259	Anderson, Eric
1261	Funderburg, Jason
1262	Tihonovich, Mark
1264	Tihonovich, Mark
1266	Tihonovich, Mark
1268	Anderson, James
1269	Livingston, Tony
1271	Crimmins, Tom
1273	Grasseth, Sandy
1275	Grasseth, Sandy
1276	Anderson, Eric
1278	Flugel, Dick (Back Country ATV)
1280	Flugel, Dick (Back Country ATV)
1282	Kroetch, Larry
1283	Lider, Ed
1284 - 1288	MacDonald, Ron
1289 - 1292	Unknown
1293	O'Brien, Bob
1294 - 1296	Frizzell, Earl
1297, 1298	Griffiths, Dave
1299 - 1303	North Idaho 4-Wheeler Association
1304	Ritchie, Carl
1305 - 1310	Grimmett, Scott
1311	Berard, Jayme
1312	Unknown
1313	St. John, Brad
1314 - 1317	Forest Service Project Interdisciplinary Team

Table E-3. Rationale for Proposal Disposition, by Proposal Number.

Proposal/ Disposition	Map #	Current Designation	Proposed Designation	Route	Rationale Summary
1000 Advanced in Proposed Action	2	motorcycle use	nonmotorized use only	Trail 14	After thorough consideration (including a field trip to the trail), we recommended that this proposal be advanced, restricting the Chilco Mountain Trail to nonmotorized use only. As described in Chapter 3, Recreation, the trail is badly damaged. Large segments are unusable for either motorized or nonmotorized uses. The trail is difficult to maintain due to increased use and steepness. Some past improvements have failed and will require reconstruction. Reconstruction of damaged or failed segments must be designed to hold up to heavy use during normal maintenance, or alternative routes must be developed. The Idaho Department of Fish and Game (IDFG) is in agreement with designating this trail for nonmotorized use only (PF Doc. PIC-61).
1001A Not Advanced	4	All vehicles	nonmotorized use only	Road 918	We recommended this proposal not advance because this road provides access to private land for which the Forest Service does not have a legal right-of-way or easement. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced if they involved a route through private land for which the Forest Service does not hold any legal right-of-way/easement.
1001B Advanced Indirectly	4	All vehicles	nonmotorized use only	Road 1575	This road has two segments which are managed differently. First, the segment of South Fork Cedar Creek Road 1575 from Section 4 (T49N, R3W, B.M.) to Road 614 is decommissioned and cannot be navigated with a motorized vehicle, so the road is already available only to nonmotorized uses. Second, from its intersection with Road 438 to the center of Section 12 (T49N, R3W, B.M.), Road 1575 provides access to private property for which the Forest Service does not have a legal right-of-way or easement. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced if they involved a route through private land for which the Forest Service does not hold any legal right-of-way/easement.
1002 Not Considered in Detail	4	All vehicles	All vehicles (seasonally)	Road 614	Under this proposal, use of Road 614 would be restricted from December 1 to April 30 (winter use). As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they addressed winter (over-snow) travel.
1003 Not Advanced	1	motorcycle use	nonmotorized use only	Trail 22 and tributary system	We recommended that this proposal not be advanced. In response to the growing demand for motorized use on this trail, investments have been made to improve Independence Creek Trail 22. For nearly ten years there have been agreements to keep this trail open to motorcycle use, while Trail 20 (the Coeur d'Alene National Scenic Trail) be reserved for non-motorized use only. This strategy provides a balance of opportunities.
1004 Advanced Indirectly	2	motorcycle use	nonmotorized use only	Trail 14	This proposal recommended the same changes as Proposal 1000, which was advanced. For tracking purposes, the recommended change is addressed under Proposal 1000.
1005 Not Advanced	5	ATV use	nonmotorized use only	Trail 16	We recommended that this proposal not be advanced because ATV use is already well established on St. Joe Divide Trail 16. Investments have been made to improve Trail 16 and the intersecting trails on the north side of the St. Joe Divide for safe use of ATVs, with a 10-year commitment to provide maintenance funded through grants. Trails south of the St. Joe Divide are not within the jurisdiction of the Coeur d'Alene River Ranger District.
1006a Not Advanced	4	nonmotorized use only	All vehicles	Roads south of Interstate 90	We recommended that this proposal not be advanced because it would not comply with standards and guidance of the Forest Plan. The proposed motorized use designations would split wildlife security in every elk security area in Elk Habitat Unit (EHU) 8, potentially resulting in wildlife displacement from preferred habitats, interference with bird nesting, reduced survival of bull elk and bucks during hunting seasons, and increased potential loss of habitat due to spread of noxious weeds. The proposal would also result in dead-end routes, rather than providing loop opportunities.
1006b Not Advanced	4	nonmotorized use only	All vehicles	Roads 1540	We recommended that this proposal not be advanced because it would not meet Forest Plan guidance and standards. Designation of Road 1540 for motorized use would result in a parallel route to Road 614, severely compromising the elk security area located south of Road 614.
1006c Not Advanced	4	nonmotorized use only	All vehicles	Road 378D	We recommended that this proposal not be advanced because Road 378D intersects private lands, and the Forest Service does not have an easement to allow public use on the road. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they involved a route through private land for which we do not hold any legal right-of-way/easement.

Proposal/ Disposition	Map #	Current Designation	Proposed Designation	Route	Rationale Summary
1006d Not Advanced	4	All vehicles	All vehicles	Road 810	Although the current travel plan identified this road as designated for use by all vehicles, actual conditions do not support such a designation (see Appendix C, List of Changes). Encroaching brush on Swan Peak Road 810 has resulted in road conditions that do not meet the Forest Service standards suitable for motorized use. In addition, motorized use on this route would directly affect an elk security area. As a result, we recommended that this proposal not be advanced.
1006e and 1006f Not Advanced	4	nonmotorized use only	All vehicles	Roads 808, 1578, 439F	We recommended that this proposal not be advanced because it would not meet Forest Plan guidance and standards. Roads 808 and 1578 enter a Quality Hunt Area that was identified many years ago and has been well established. The route is also located in a proposed Research Natural Area where motorized use could disturb threatened, endangered and sensitive plant communities, and spread noxious weeds. Road 439F is a dead-end spur road that would require construction of a new segment to connect to Road 808, and even then would not offer a loop opportunity.
1006g Not Advanced	4	nonmotorized use only	All vehicles	Road 453 and spurs	We recommended that this proposal not be advanced for several reasons. Trails in the Pleasant Creek area currently provide walking access to a Quality Hunt Area. Adjacent roads (Roads 438 and 439) are designated for use by all vehicles, providing adequate access to the area. In addition, Pleasant Creek Road 453 and its spurs transect private lands, and the Forest Service does not hold any easement to allow public traffic to use the road to access Carlin Creek drainage. Several of the spur roads are dead-end routes, and would require construction to create loop opportunities. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced if they would require new construction, or if they involved a route through private land for which the Forest Service does not hold any legal right-of-way/easement.
1006h Not Advanced	4	nonmotorized use only	All vehicles	Roads 1575D and 1597	Roads 1575D and 1597 do not connect by any route that is currently inventoried as a Forest Service trail or road. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require new construction of a route.
1007 Advanced in Proposed Action	2	motorcycle use	nonmotorized use only	Trail 14A	We recommended that this proposal be advanced. The location of this trail is not well suited for motorized use, and there is substantial erosion of the trail. Designating Trail 14A for nonmotorized use only also makes sense from a management standpoint, since it intersects Chilco Mountain Trail, which is also proposed for nonmotorized use only (see Proposal 1000). The erosion on Trail 14A would need to be addressed before the trail could again be considered for designated motorized use. The IDFG is in agreement with designating this trail for nonmotorized use only (PD Doc. PIC-61).
1008 Not Considered in Detail	5	ATV use	Winter nonmotorized	Trail 128	We did not consider this proposal in detail because, as discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they addressed winter (over-snow) travel.
1009 Not Considered in Detail	5	nonmotorized use only	nonmotorized use only	Trails 138 and 165	We did not consider this proposal in detail because, as discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they did not recommend any change from the existing condition. Both trails are currently designated for nonmotorized uses only.
1010 Not Considered in Detail	5	ATV use	Winter nonmotorized	Trail 16	We did not consider this proposal in detail because, as discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they addressed winter (over-snow) travel.
1011 Not Advanced	1	motorcycle use	nonmotorized use only	Trail 22	We recommended that this proposal not be advanced. In response to the growing demand for motorized use on this trail, investments have been made to improve Independence Creek Trail 22. For nearly ten years there have been agreements to keep this trail open to motorcycle use, while Trail 20 (the Coeur d'Alene National Scenic Trail) be reserved for non-motorized use only. This strategy provides a balance of opportunities.
1012 Advanced in Proposed Action	4	motorcycle use (seasonally)	nonmotorized use only	Trails 227 and 257	We recommended that this proposal be advanced. Designation of these trails for nonmotorized use only would help to increase elk security in Elk Habitat Unit (EHU) 8, providing some flexibility in managing motorized access elsewhere on the District. As nonmotorized trails, these routes would provide walk-in access to an established Quality Hunt Area. Access to this area of National Forest System lands would still be provided on adjacent routes designated for use by all vehicle classes (for example, Roads 453, 438, and 439). IDFG is in agreement with designating this trail for non-motorized use only (PF Doc. PIC-61).

Proposal/ Disposition	Map #	Current Designation	Proposed Designation	Route	Rationale Summary
1013 Advanced Indirectly	4	motorcycle use (seasonally)	nonmotorized use only	Trail 227	This proposal recommended the same changes as Proposal 1012, which was advanced. For tracking purposes, the recommended change is addressed under Proposal 1012.
1014 Advanced Indirectly	2	motorcycle use	nonmotorized use only	Trail 14	This proposal recommended the same changes as Proposal 1000, which was advanced. For tracking purposes, the recommended change is addressed under Proposal 1000.
1015 Not Considered in Detail	5	nonmotorized use only	Winter nonmotorized	Trail 165	We did not consider this proposal in detail because, as discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they addressed winter (over-snow) travel.
1016 Not Considered in Detail	5	nonmotorized use only	Winter nonmotorized	Trails 138 and 165	We did not consider this proposal in detail because, as discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they addressed winter (over-snow) travel.
1017 Not Advanced	3	motorcycle use	nonmotorized use only	Trail 41	We recommended that this proposal not be advanced because it connects to other motorized trails in the Graham Creek/Graham Ridge area, providing an efficient recreational loop system. Management and maintenance of the trail is consistent with the guidance and standards of the Forest Plan. If use of this route were restricted to nonmotorized, it would lead nonmotorized recreationists into areas designated for motorized use, which would likely compromise their recreation experience.
1018 Not Considered in Detail	5	not applicable	nonmotorized use only	Trail 267	We did not consider this proposal in detail because Trail 267 is located on the Lolo National Forest and is outside the jurisdiction of the Coeur d'Alene River Ranger District.
1019 Not Considered in Detail	5	ATV use	Winter nonmotorized	Trail 16	We did not consider this proposal in detail because, as discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they addressed winter (over-snow) travel.
1020 Not Considered in Detail	4	nonmotorized use only	All vehicles	Road 807	We did not consider this proposal in detail because Hardy Gulch Road 807 passes through private land, specifically between a private residence and their garage, and is only several feet from the door of the house. In addition to safety concerns, the Forest Service does not currently hold an easement to allow motorized use by the public. As discussed in Chapter 2 (Section 2.A.3.), proposals were not advanced past Level 1 Screening if they involved a route through private land for which we do not hold any legal right-of-way/easement.
1021 Not Considered in Detail	n/a	not applicable	All vehicles	Not applicable	We did not consider this proposal in detail because, as discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they were too generic to map. This proponent simply indicated that they did not believe that environmental or sensitive habitats were a sufficient cause to closed existing roads or trails to motorized uses unless validated by a third party.
1022 Advanced Indirectly	1	motorcycle use	motorcycle use	Trail 452	As discussed in Appendix C (Spruce Creek, Road 240), the decision to decommission Road 240 failed to consider the need to designate the lower segment of the road as part of the Larch Mountain Trail. Once this error was recognized, we recommended the correction be made with implementation of this travel plan. The correction would also designate the use of Road 240 east of the Coeur d'Alene River wet water ford to be used to connect the trail to Road 3099.
1023 Not Considered in Detail	n/a	not applicable	nonmotorized use only on trails; all vehicles on roads	Not applicable	We did not consider this proposal in detail because, as discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they were too generic to map.
1024 and 1025 Not Advanced	1	nonmotorized use only	ATV use	Trails 20 and 448	We recommended that this proposal not be advanced. A balance of recreation opportunities is provided with the designation of Coeur d'Alene National Scenic Trail 20 and the roadless study area north of the trail (including Trail 448) for nonmotorized use only, while improving Independence Creek Trail 22 for motorized use (see Proposals 1003 and 1011).

Proposal/ Disposition	Map #	Current Designation	Proposed Designation	Route	Rationale Summary
1026 Not Advanced	1	nonmotorized use only	ATV use	Trail 309	We recommended that this proposal not be advanced. Due to steepness, Trail 309 would need to be reconstructed to accommodate safe use of ATVs. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction. In addition, Trail 309 transects a wildlife security area; motorized use would result in reduced security, displacement of wildlife from preferred habitats, interference with bird nesting, reduced survival of bull elk and bucks during hunting seasons, and reduced habitat due to the spread of noxious weeds. Since the trail is located in an area designated by the Forest Plan for semi-primitive recreation, designating the route for nonmotorized uses is in compliance with Forest Plan guidance.
1027 Not Considered in Detail	2	ATV use on Trail/ Road 1587; motorcycle use on Trail 28	4-wheel drive use	Road 1587, Trail 28	Although this proposal referenced Road 1536, the correct reference is Road 1587. We recommended that this proposal not be advanced because before a 4-wheel drive designation could be considered it would be necessary to assess, design and develop improvements to accommodate safe use of larger (4-wheel drive) vehicles and possibly mixed motorized use. This would likely result in the need for construction or reconstruction activities. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1028 Not Advanced	5	ATV use	4-wheel drive use	Trails 128 and 16A	We recommended that this proposal not be advanced because ATV use is already well established on St. Joe Divide Trail System (of which Trail 16A is a part). Investments have been made to improve Trail 16 and its intersecting trails on the north side of the St. Joe Divide for safe use of ATVs, with a 10-year commitment to provide maintenance funded through grants. (Trails south of the St. Joe Divide are not within the jurisdiction of the Coeur d'Alene River Ranger District.) In addition, before a 4-wheel drive designation could be considered it would be necessary to assess, design and develop improvements to accommodate safe use of larger (4-wheel drive) vehicles and possibly mixed motorized use. This would likely result in the need for construction or reconstruction activities. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1029 Not Considered in Detail	5	nonmotorized use only	ATV use	Granite Gulch	The southern segment of the Granite Gulch route traverses private land; the Forest Service does not currently hold an easement and cannot authorize motorized use by the public. In addition, the north end of the route is washed out and would require construction (relocation) or reconstruction to be safely used and to protect aquatic resources in the stream adjacent to the route. As discussed in Chapter 2 (Section 2.A.3.), proposals were not advanced past Level 1 Screening if they involved a route through private land for which we do not hold any legal right-of-way/easement, or if they would require construction or reconstruction.
1030 Not Considered in Detail	n/a	No specific Proposal	All vehicles	Not applicable	We did not consider this proposal in detail because, as discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they were too generic to map. In addition, it would not be possible to implement this proposal without construction or reconstruction of improvements to ensure that all roads meet Forest Service standards for safe use of all types of motorized vehicles. Designating all roads for motorized use would not be in compliance with Forest Plan guidance or standards for management of wildlife security or habitat, recreation resources, or natural resource values.
1031 Not Considered in Detail	2	ATV use	4-wheel drive use	Roads 1593P, 1562A	We recommended that this proposal not be advanced because before a 4-wheel drive designation could be considered it would be necessary to assess, design and develop improvements to accommodate safe use of larger (4-wheel drive) vehicles and possibly mixed motorized use. This would likely result in the need for construction or reconstruction activities. For example, the intersection of Roads 1593P and 1562 would need to be designed and reconstructed to allow full-sized vehicles to make the turn from one road to the other. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1032 Not Advanced	3	ATV use (seasonal)	nonmotorized use only	Roads 933 and 1586	We recommended that this proposal not be advanced because past analysis has verified that the designated ATV use (on a seasonal basis) is consistent with Forest Plan guidance and standards.
1033 Not Advanced	5	ATV use	All vehicles	Trail 16A	We recommended that this proposal not be advanced. The current designation of Red Oak Trail is for ATV use. It is being managed for this purpose and along with a 10-year commitment to provide maintenance through grants changes in agreements would be needed. Before the route could be designated for use by all vehicles, it would be necessary to access, design and develop improvements to accommodate safe use of larger vehicles and possibly mixed motorized use. This could result in a need for construction or reconstruction activities.

Proposal/ Disposition	Map #	Current Designation	Proposed Designation	Route	Rationale Summary
1034	n/a				We recommended that this proposal not be advanced because the proposal was too generic to know what route was addressed, and could not be found on the proposal identification maps.
1035	5	Open to ATV's	Open to All Motorized	Trail 16A	As with Proposal 1033, we recommended that this proposal not be advanced. The current designation of Red Oak Trail is for ATV use. It is being managed for this purpose and along with a 10-year commitment to provide maintenance through grants changes in agreements would be needed. Before the route could be designated for use by all vehicles, it would be necessary to access, design and develop improvements to accommodate safe use of larger vehicles and possibly mixed motorized use. This could result in a need for construction or reconstruction activities.
1036 Not Considered in Detail	4	nonmotorized use only	All vehicles	Road 807	As with Proposal 1020, we did not consider this proposal in detail because Hardy Gulch Road 807 passes through private land, specifically between a private residence and their garage, and is only several feet from the door of the house. In addition to safety concerns, the Forest Service does not currently hold an easement to allow motorized use by the public. As discussed in Chapter 2 (Section 2.A.3.), proposals were not advanced past Level 1 Screening if they involved a route through private land for which we do not hold any legal right-of-way/easement.
1037	5	ATV use	ATV use	Trail 106	We recommended that this proposal not be advanced. Trail 106 is currently designated for ATV use, so no change is proposed. As described in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they did not propose a change in designated use.
1038 Not Considered in Detail	5	not applicable	All vehicles	Road 6532	We did not consider this proposal in detail because the Forest Service has no easement that would allow the agency to designate the use of any roads connected to Daisy Gulch Road 6532 north of Section 23 (T48N, R5E, B.M.). As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they involved a route for which we do not hold any legal right-of-way/easement.
1039 Not Considered in Detail	5	ATV use	ATV use	Trail 16	We did not consider this proposal in detail because the St. Joe Divide Trail 16 is already designated for ATV use. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they did not propose a change in designated use.
1040, 1041 Not Advanced	1	nonmotorized use only	All vehicles	Roads 3092, 3096	We recommended that this proposal not be advanced because Forest Plan guidance and standards would not be met if Road 3092 were designated for use by all motorized vehicles. This road splits a wildlife security area; motorized use would reduce wildlife habitat security, displace wildlife from preferred habitats, interfere with bird nesting, reduce survival of bull elk and bucks during hunting seasons, and cause a loss of plant and wildlife habitat due to the spread of noxious weeds. With regard to recreation needs, this route is a dead-end road, with no opportunities to develop a loop system without construction of a new trail.
1042 Not Advanced	2	Nonmotorized use only on Road 927; all vehicles on Road 534; nonmotorized use only on Roads 534A and 534-SC	ATV use	Roads 927, 534, 543A, 534SC	We recommended that this proposal not be advanced. First, opening Roads 927 and 534A to motorized use would split an elk security area in an elk habitat unit where security and elk habitat potential are already below recommended Forest Plan levels. Second, Road 534 is currently designated for use by all motorized vehicles to provide access to Potter Creek. Changing the designation to ATV use would substantially increase the travel distances to Potter Creek for full-sized vehicle traffic. Designation of Road 534-SC as a ATV bypass would provide approximately 1.6 miles of route to avoid mixed traffic on Road 534. But unless Road 534 were restricted to ATV use, mixed traffic would still occur before the upper intersection with Road 534-SC and after the lower intersection in Potter Creek.
1043, 1044 Not Advanced	5	ATV use	4-wheel drive use	Trail 16	We recommended that this proposal not be advanced because ATV use is already well established on St. Joe Divide Trail 16. Investments have been made to improve Trail 16 and its intersecting trails on the north side of the St. Joe Divide for safe use of ATVs, with a 10-year commitment to provide maintenance funded through grants. (Trails south of the St. Joe Divide are not within the jurisdiction of the Coeur d'Alene River Ranger District.) In addition, before a 4-wheel drive designation could be considered it would be necessary to assess, design and develop improvements to accommodate safe use of larger (4-wheel drive) vehicles and possibly mixed motorized use. This would likely result in the need for construction or reconstruction activities (some trail segments are not wide enough to accommodate 4-wheel drive vehicles). As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.

Proposal/ Disposition	Map #	Current Designation	Proposed Designation	Route	Rationale Summary
1045 Not Considered in Detail	4	All vehicles (seasonal)	4-wheel drive use	Roads 413Q and 413U	We recommended that this proposal not be advanced because connecting Roads 413Q and 413U would require designation of a user-created route, with potential construction or reconstruction. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require designation of a user-created route, or would require new construction or reconstruction of a route.
1046 Advanced in Proposed Action	3	all vehicles (seasonal)	all vehicles (no seasonal restrictions)	Road 806	We recommended that this proposal be advanced. The two-stage screening process indicated that the standards of the Forest Plan could be met, and IDFG was in agreement with the proposal (PF Doc. PIC-61).
1047 Advanced in Proposed Action	3	ATV use (seasonal)	all vehicles (no seasonal restrictions)	Trail 151	We recommended that this proposal be advanced, with a modified seasonal restriction to address concerns by IDFG (PF Doc. PIC-107). Under the modification, motorized use would be restricted on Trail 151 from late August or early September (i.e. beginning of fall hunting season) to the last day of March. The designation would provide users with a longer season of use while maintaining wildlife security during hunting season.
1048 Not Advanced	2	ATV use (seasonally)	4-wheel drive use	Trail 6001	We recommended that this proposal not be advanced because Trapper Creek Trail 6001 was designated as a seasonally-restricted ATV trail in order to provide ATVs with a safer route to bypass the grade on the first segment of Bunco Road 332. Changing the designation would not be consistent with the goal achieved through the current designation. The Bunco Bypass also provides Bonneville Power Administration (BPA) access to power lines. This may involve a need to revise the BPA's special use permit with the FS to address road maintenance responsibility, management of potential soil erosion, and vehicle use designation and duration. Changes to the permit would require a site specific evaluation of effects and separate decision, and would require agreement with BPA .
1049 Not Advanced	1	nonmotorized use only	All vehicles	Roads 6980 and 6900A	We recommended that this proposal not be advanced because it would not be compliant with Forest Plan guidance and standards. Road 6900 and its spurs were constructed to allow timber harvest activities under the Freezeout Timber Sale, and then closed following project completion in order to manage wildlife security and reduce impacts to wildlife habitat. Designating these routes for motorized use would result in a loss of wildlife habitat security, displace wildlife from preferred habitats, interfere with bird nesting, reduce survival of bull elk and bucks during hunting seasons, contribute toward amphibian road kill potential, and increase the potential for plant and wildlife habitat loss from the spread of noxious weeds.
1051a, 1051b Not Advanced	3	nonmotorized use only	ATV use	Roads 1518, 916 spurs, 329 and spurs, 6304, 6432, 6918 and spurs, 6923, 6924	We recommended that this proposal not be advanced because it would not be consistent with Forest Plan guidance and standards. The proposed motorized-use designation would split habitat security in two wildlife security areas, adversely affecting elk habitat potential in Elk Habitat Units (EHUs) 3 and 7. Goshawk, fisher and lynx habitat could also be negatively affected due to the location of the proposed loop roads. IDFG was in agreement that this proposal should not be advanced (PF Doc. PIC-61).
1052 Not Advanced	3	nonmotorized use only	ATV use	Road 329	We recommended that this proposal not be advanced because it would not be consistent with Forest Plan guidance and standards. The proposed motorized-use designation would split habitat security, adversely affecting elk habitat potential. Goshawk, fisher and lynx habitat could also be negatively affected.
1053 Not Advanced	2	nonmotorized use only	ATV use	Roads 6922, 6922D, 6914, 422, 261	We recommended that this proposal not be advanced because it would not be consistent with Forest Plan guidance and standards. The proposal addresses roads in the vicinity of Leiberg, Tie and Cascade Saddles. The proposed motorized-use designation would reduce wildlife security in an elk habitat unit where security is already low, displace of wildlife from preferred habitats, interfere with bird nesting, reduce bull elk and buck survival during hunting season, increase the potential for amphibian road kill, and increase the potential for plant and wildlife habitat loss from the spread of noxious weeds.
1054 Not Advanced	2	Mixed designations	ATV use	Roads 6914B, 6914UN, 1571B, 716, 913, 911UA, and 911UDA	We recommended that this proposal not be advanced because it would not be compliant with Forest Plan guidance or standards. The proposal involves (among others) routes designated for nonmotorized uses (between Honeysuckle and Bumblebee campgrounds in the vicinity of Leiberg and Laverne saddle areas). If implemented the proposed use would contribute toward a loss of wildlife habitat security, displacement of wildlife from preferred habitats, interfere with bird nesting, reducing bull elk and buck survival during hunting season, increase the potential for amphibian roadkill, and increase the potential for plant and wildlife habitat loss from the spread of noxious weeds.

Proposal/ Disposition	Map #	Current Designation	Proposed Designation	Route	Rationale Summary
1055 Not Advanced	3	Mixed designations	ATV use	Roads 409, 965, 335, 6323, 7017, 458, 458A, 623, 623UC, and 6212A	We recommended that this proposal not be advanced because the proposal would involve some routes that are designated for administrative-use only. New construction would be required to bring these segments up to Forest Service standards for ATV use. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require new construction.
1056 Advanced (in Part) in Proposed Action	3	nonmotorized use only	ATV use	Roads 1537, 1537A	We recommended that a portion of this proposal be advanced. The segment of Roads 1537 and 1537A that traverse the Indian, Barrymore and Can Creek drainages could be implemented and would be consistent with the Forest Plan. This route traverses a wildlife security area in an Elk Habitat Unit that exceeds the Forest Plan goal. IDFG agreed that this could be designated as an ATV trail with seasonal use only (PF Doc. PIC-107). This proposal also addressed routes located in the Little East Fork drainage that have had little administrative use for an extended period of time. Further assessment is needed for these segments to determine what (if any) improvements are needed to bring the route in compliance with Forest Service standards for ATV use.
1057 Advanced in Proposed Action	2	nonmotorized use only	ATV use	Roads 379, 610 and 258UL	We recommended that this proposal be advanced because it would provide an ATV route to Cascade Inn during the summer months, while complying with Forest Plan guidance and standards. Currently ATVs have to share an open road with full-sized vehicles, which increases safety concerns. Road 379 is already drivable by ATVs, and based on information provide by District Recreation Planner Jack Dorrell, Road 258UL may only require brushing. IDFG was in agreement with designating these routes for ATV use on a seasonal basis (PF Doc. PIC-61.
1058 Advanced in Proposed Action	2	Road 2346 - all vehicles; Road 1590 and part of 1532 administrative use	ATV use	Roads 2346, 1532 and 1590	We recommended that this proposal be advanced based on several considerations. Although Road 2346 is currently designated for all motor vehicle use, it is not currently drivable. District Road Manager Craig Ely reported that Road 1532 (which is currently only available for administrative use) is drivable and should be opened to full-sized vehicles as a replacement for Road 2346. District Recreation Planner Jack Dorrell visited the upper segment Road 1590, and found that brushing was all that was needed to meet the Forest Service standards for an ATV route.
1059 Not Advanced	2	nonmotorized use only	ATV use	Road 209	We recommended this proposal not be advanced because it would not be consistent with Forest Plan guidance and standards. Road 209 (between its junctions with Lavin Creek Road 385 and Bunco Road 332) was closed to public use following flood damage in the mid-1990's (as a replacement route from the river to Bunco Road, Road 385 was reconditioned and designated for motorized use). Designating Road 209 for ATV use would result in motorized travel in fragile riparian areas, increasing the potential for damage to streambanks and crossings. While it may be possible to mitigate such damage, there would need to be further assessment, possible engineering design work, and specific effects analysis.
1060 Advanced in Proposed Action	3	nonmotorized use only	ATV use	Road 3001 system	We recommended that this proposal be advanced because the proposed designation would provide an ATV and motorcycle recreation opportunity near Bumblebee Meadows but away from roads open to full-sized vehicle use. This would contribute toward reducing the level of disturbance and damage to the meadow ecosystems. Implementing this proposal in conjunction with the Bumblebee Meadow dispersed camping and motorized access designation project, along with educational signing (i.e. meadow ecosystem management signing), may allow the meadow ecosystems to begin recovering to a more natural vegetative state. Wildlife habitat security in the affected Elk Habitat Unit would be consistent with the Forest Plan goal.
1061 Not Considered in Detail		Mixed designations: (nonmotorized, seasonal ATV use, and all vehicles	ATV use	Road 2371	We recommended that this proposal not be advanced because there is no connection near Honeysuckle Campground without reconstruction of Road 2371, which was decommissioned several years ago. The stream crossing (including a large culvert) was removed at Skookum Creek and the road was recontoured on west side of creek. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require new construction or reconstruction of a route.

Proposal/ Disposition	Map #	Current Designation	Proposed Designation	Route	Rationale Summary
1062 Not Advanced	2	nonmotorized use only	ATV use	Road 406B	We recommended that this proposal not be advanced because the proposed motorized use designation would not be consistent with Forest Plan guidance or standards. Road 406B is located in the vicinity of Deerfoot Ridge and transects a Rocky Mountain Elk Foundation cooperative project area. If implemented, it would intersect the small wildlife security area that remains near the south border of Elk Habitat Unit 10. The effects of motorized traffic would include reduced wildlife habitat security, displacement of wildlife from preferred habitats, interference with bird nesting, reduction in the survival of bull elk and bucks during hunting season, and reduced plant and wildlife habitat due to the spread of noxious weeds.
1063 Not Advanced	2	nonmotorized use only	ATV use	Roads 1526, 1526B, and 625 spur	We recommended that this proposal not be advanced because the proposed motorized use designation would not be consistent with Forest Plan guidance or standards. If implemented the route would intersect and split wildlife security in Elk Habitat Unit 10. The effects of motorized traffic would include reduced wildlife habitat security, displacement of wildlife from preferred habitats, interference with bird nesting, potential reduction in the survival of bull elk and bucks during hunting season, and reduced plant and wildlife habitat due to the spread of noxious weeds. The proposed route would also intersect Road 625, where motorized use is restricted based on the 2005 Court Order (PF Doc. PIC-03).
1064 Not Advanced	3	nonmotorized use only	ATV use	Roads 6502UA, 945UA, 6501UA, 950UB	We recommended that this proposal not be advanced for two reasons. First, there is a temporary closure order on Road 950 due to an 8-foot culvert failure that occurred in 2007. Implementation of this proposal would require reconstruction of Road 950. In addition, designating these routes for ATV use would split wildlife security in Wallace Elk Habitat Unit 2, reducing wildlife security habitat, displacing wildlife from preferred habitats, interfering with bird nesting, reducing survival of bull elk and bucks during hunting season, and reducing plant and wildlife habitat due to the spread of noxious weeds.
1065 Advanced (in Part) in Proposed Action	1, 3	Road 6514 - motorcycle use; Roads 800, 6514A and 926A: nonmotorized use only	ATV use	Roads 6514A, 926A, 799, 800	We recommended that only the Road 6514 portion of this proposal be advanced. The segment of Road 6514 between Road 975 and Hulliman Peak is currently designated for motorcycle use, and suitable for ATV use. IDFG was in agreement with advancing this proposal to the Proposed Action (PF Doc. PIC-61). The remainder of the routes proposed for ATV use were not advanced either because they would split a wildlife security area (reducing elk habitat potential), and/or because they would likely require reconstruction or construction to meet Forest Service standards for ATV use. For example, a segment of Road 926 was closed and rehabilitated following its use during suppression of 2006 the Ulm Creek Fire; and segments of Roads 799 and 800 have been closed to motorized use for over 10 years. Further assessment is needed to determine what improvements are needed to make these routes safe for ATV travel.
1067 Advanced in Proposed Action	3	nonmotorized use only	ATV use	Roads 1504, 602, 2392, 947	We recommended that this proposal be advanced because, in conjunction with Roads 1504, 947 and a segment Road 612, Road 2392 would provide a loop trail on the east side of Shoshone Ridge that would be readily available to the high-use camping areas in the Shoshone Creek drainage. IDFG agreed with designating these routes for ATV use with seasonal restrictions (PF Doc. PIC-69).
1068 Not Advanced	2	nonmotorized use only	ATV use	Roads 1522, 1512, 1512C	In presenting our recommendations to the public during scoping, this proposal was incorrectly identified as recommended to advance. Instead, we recommended that this proposal not be advanced because it would not meet Forest Plan guidance or standards. If implemented, effects of the proposed routes would include a reduction in wildlife habitat security, displacement of wildlife from preferred habitats, interference with bird nesting, potential reduction in the survival of bull elk and bucks during hunting season, and plant and wildlife habitat loss due to the spread of noxious weeds.
1069 Advanced in Proposed Action	2	All vehicles	ATV use	Roads 616UA, 616UE, 616UEA	We recommended that this proposal be advanced because it would provide motorized opportunities in the vicinity of Echo Peak. The roads included in this proposal all run parallel to Roads 616 and 2340. Although Road 616 was designated for use by all vehicles, a visit to the route revealed that the majority of it is brushed in, with some trees as large as pole size. In addition, a failed culvert makes the route unusable by full-sized vehicles (Appendix C, List of Changes). A potential Forest research project could result in reconstruction of Road 616 and, if implemented, the route could then be designated for travel by all vehicles. If and until that happens, these routes would be designated for ATV use.

Proposal/ Disposition	Map #	Current Designation	Proposed Designation	Route	Rationale Summary
1070 Advanced in Proposed Action	2	Open to ATV's	Open to ATV's	Roads 1590, 794, 1560, 1560UA, 1532	We recommended that this proposal be advanced based on several considerations. District Recreation Planner Jack Dorrell visited the upper segment of Road 1590, and found that brushing was all that was needed to meet the Forest Service standards for an ATV route. Road 1560 (between the intersection of Roads 1550/1560 and Road 258) is currently designated for ATV use with no seasonal restrictions, so there would be no change in designation for this segment. District Road Manager Craig Ely reported that Colt Mountain Road 1532 (which is currently only available for administrative use) is drivable and should be opened to full-sized vehicles as a replacement for Road 2346, which is not currently drivable. In conjunction with other routes, designation of Road 794 as an ATV route would provide a loop trail system consistent with Forest Plan guidance and standards.
1071 Not Advanced	2 and 4	Mixed designations: nonmotorized use only and all vehicles (seasonally)	ATV use	Road 413 and spurs	We recommended that this proposal not be advanced because some segments of the route (currently identified for nonmotorized use only) would need to be reconstructed to provide safe ATV use. As stated in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require new construction or reconstruction of a route. In addition, there are other routes in the area which are designated for motorized use. IDFG was in agreement not to advance this proposal (PF Doc. PIC-61).
1072 Not Advanced	2	ATV use (seasonally)	ATV use	Road 931	This proposal was incorrectly identified as "advanced" during the screening process. We recommended that this proposal not advance as part of the Proposed Action for the following reasons. Under the 2001 Travel Plan as Amended, Road 931 was designated as a seasonal use ATV trail. This route was reviewed (along with connecting Roads 1544 and 798) in 2007. During the field review it was discovered that improvements were needed on 1544 and 798 in order to meet Forest Service standards for ATV use. The improvements have been authorized under the recently released Laverne ATV Decision Memo. When the improvements are completed, Roads 1544, 798 and a segment of 931 would be designated for motorized uses on a seasonal basis. The segment that provides BPA with access to the power line would not be designated for motorized use by the public. IDFG agreed with this recommendation (PF Doc. PIC-61).
1073 Not Considered in Detail	5	not applicable	ATV use	Road 7623UQA	We did not consider this proposal in detail because the Forest Service has no easement that would allow the agency to designate the use of any roads connected to Road 6532 north of Section 23 (T48N, R5E, B.M.), which includes Road 7623UQA. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they involved a route for which we do not hold any legal right-of-way/easement.
1074, 1075 Not Considered in Detail	2	Motorcycle use	ATV use	Trail 28	This proposal would affect Trail 28, between Roads 1535 and 1513. We recommended that this proposal not be advanced because the trail is steep and badly eroded, and would require new trail construction to make it safe for ATV travel. As stated in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require new construction or trail reconstruction.
1076 Advanced Indirectly	2	ATV use (seasonal)	ATV use	Road/Trail 2320	This proposal recommended the same changes as Proposal 1206, which was advanced as part of the Proposed Action. For tracking purposes, the recommended change is addressed under Proposal 1206. IDFG was in agreement with the proposal to lift seasonal restrictions on Road/Trail 2320 (PF Doc. PIC-61).
1077 Not Advanced	2	nonmotorized use only	All vehicles	Road 794	This proposal was not advanced because the advancement of Proposal 1070 would designate Road 794 (in conjunction with other routes) as an ATV route. This would provide a loop trail system consistent with Forest Plan guidance and standards.
1078	2	nonmotorized use only	ATV use	Road 209	We recommended this proposal not be advanced because it would not be consistent with Forest Plan guidance and standards. Road 209 (between its junctions with Lavin Creek Road 385 and Bunco Road 332) was closed to public use following flood damage in the mid-1990's (as a replacement route from the river to Bunco Road, Road 385 was reconditioned and designated for motorized use). Designating Road 209 for ATV use would result in motorized travel in fragile riparian areas, increasing the potential for damage to streambanks and crossings. While it may be possible to mitigate such damage, there would need to be further assessment, possible engineering design work, and specific effects analysis.
1079 Not Considered in Detail	2	nonmotorized use only	All vehicles	Road 544	We recommended that this proposal not be advanced because Road 544 construction and/or reconstruction to bring it up to a standard that would provide safe travel by all motorized vehicles. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction. In addition, we believe adequate access to this area is already provided by other routes designated for use by all motorized vehicles.

Proposal/ Disposition	Map #	Current Designation	Proposed Designation	Route	Rationale Summary
1081 Not Considered in Detail	2	Mixed designations	All vehicles	Roads 2371, 2371B, 813, 813A, 813D, 1605, 1605A, 1605B, 1606, and 1606F	We recommended that this proposal not be advanced because there is no connection near Honeysuckle Campground without reconstruction of Road 2371, which was decommissioned several years ago. The stream crossing (including a large culvert) was removed at Skookum Creek and the road was recontoured on west side of creek. In addition, several of the roads addressed in this proposal are dead-end spurs that would require new construction of connecting routes in order to provide trail loop opportunities. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require new construction or reconstruction of a route.
1082 Not Advanced	2	nonmotorized use only	ATV use	Roads 406B and 406G	We recommended that this proposal not be advanced because it would not meet Forest Plan guidelines or standards. The proposed route is located in the vicinity of Deerfoot Ridge and transects a Rocky Mountain Elk Foundation cooperative project area. If implemented, it would intersect the small wildlife security area near the southern edge of Ek Habitat Unit 10. The effects of motorized traffic on these roads and trails would include further reduction in wildlife habitat security, displacement of wildlife from preferred habitats, interference with bird nesting, potential reduction in survival of bull elk and bucks during hunting season, and loss of plant and wildlife habitat due to the spread of noxious weeds.
1083	3	Mixed designations	ATV use	Roads 1516, 6335, 6336, 6514A, 926A, 799, and 800	We recommended that this proposal not be advanced because the routes would either split a wildlife security area (reducing elk habitat potential), and/or because they would likely require reconstruction or construction to meet Forest Service standards for ATV use. For example, Roads 6335 and 6336 were opened as secondary fire lines during the 2006 Ulm Creek Fire, and a segment of Road 926 was closed and rehabilitated following its use during that fire suppression effort. Segments of Roads 799 and 800 have been closed to motorized use for over 10 years. Further assessment is needed to determine what improvements are needed to make these routes safe for ATV travel.
1084 Not Advanced	3	Mixed designations	ATV use	Roads 1504, 947, 948, 963, 6542, and 948UC	We recommended that this proposal not be advanced for several reasons. Roads 948, 963 and 948UC would affect the same elk security area affected under Proposal 1067 (which was advanced as part of the Proposed Action), further splitting the elk security area and reducing elk habitat potential. Roads 947 and 1504 are already designated open to all motorized vehicle use, including ATVs. Road 948 (which was mistakenly identified in the proposal as Road 6542) has been obliterated for approximately 1.3 miles from its intersection with Road 947, so reconstruction of this segment would be needed to meet Forest Service standards for ATV use. Road 948UC would require a Forest Service assessment to determine if improvements are needed to meet trail standards for an ATV use.
1085 Not Advanced	3	nonmotorized use only	ATV use	Roads 1504, 909	We recommended that this proposal not be advanced because another proposal was recommended to advance that would designate a route for ATV use on Shoshone Ridge while meeting Forest Plan guidance and standards (see Proposal 1067). Implementing both proposals would not meet Forest Plan standards, because that would increase motorized use in the elk security area and elk habitat, reducing elk habitat potential. Not advancing Proposal 1085 would address concerns identified by IDFG (PF Doc. PIC-61).
1086 Not Advanced	2	nonmotorized use only	ATV use	Roads 1522, 1512, and 1512C	In presenting our recommendations to the public during scoping, this proposal was incorrectly identified as recommended to advance. Instead, we recommended that this proposal not be advanced because it would not meet Forest Plan guidance or standards. If implemented, effects of the proposed routes would include a reduction in wildlife habitat security, displacement of wildlife from preferred habitats, interference with bird nesting, potential reduction in the survival of bull elk and bucks during hunting season, and plant and wildlife habitat loss due to the spread of noxious weeds.
1087 Not Advanced	2	Mixed designations	Open to ATV's	Roads 616UA, UE, UEA	We recommended that this proposal not be advanced. Although Road 616 was designated for use by all vehicles under the 2001 Travel Plan as amended, a visit to the route revealed that the majority of it is brushed in, with some pole-sized trees. Under Proposal 1069, Road 616 would be designated for ATV use, providing motorized opportunities in the vicinity of Echo Peak. Proposal 1069 was advanced as part of the Proposed Action. Proposal 1087 was not advanced because it involves dead-end spur roads off Road 616 that would not provide trail loop opportunities. If implemented, the potential effects of multiple routes designated for motorized use in the same general area would prevent the proposed action from complying with Forest Plan wildlife habitat standards.

Proposal/ Disposition	Map #	Current Designation	Proposed Designation	Route	Rationale Summary
1088 Not Advanced	1	nonmotorized use only	ATV use	Road 600 (south of Shoshone Peak and Spion Kop), 992, 998 and spurs	We recommended that this proposal not be advanced because it would increase motorized use in the same elk security area as that affected by Proposal 1067 (which was advanced as part of the Proposed Action), further splitting security habitat along Shoshone Ridge and decreasing elk habitat potential in Wallace Elk Habit Units 1 and 2. By not advancing the proposal, we were able to address concerns identified by IDFG regarding motorized use on roads in the area (PF Doc. PIC-61).
1150 Advanced in Proposed Action	4	motorcycle use (seasonal)	nonmotorized use only	Trail 227	This proposal involves the segment of Trail 257 that is located within the Beauty Creek Drainage. We recommended this proposal be advanced because the change to nonmotorized use-only would be consistent with Proposal 1012 (advanced), which would designate the portion of Trail 257 in the Pleasant Creek drainage for nonmotorized use only.
1152 Advanced Indirectly	4	not applicable	nonmotorized use only	Totten Pond Trails	Trails in the Totten Pond area are not inventoried trails, and therefore have no designation. Motorized travel in the area would be considered cross country, which is prohibited under both the No-Action or Proposed-Action Alternatives as directed by 36 CFR 261.54(a). Therefore, by default, only nonmotorized uses are allowed on those trails.
1154 Not Advanced	2	nonmotorized use only	motorcycle use	Road 625	We recommended that this proposal not be advanced because the 2005 Court Order directed Road 625 be closed to public motorized uses (PF Doc. PIC-03). Designating the route for motorcycle use would split a wildlife security area in Elk Habitat Unit 10.
1156, 1157 Not Considered in Detail	4	nonmotorized use only	All vehicles	Road 807	As with other similar proposals, we did not consider these proposals in detail because Hardy Gulch Road 807 passes through private land, specifically between a private residence and their garage, and is only several feet from the door of the house. In addition to safety concerns, the Forest Service does not currently hold an easement to allow motorized use by the public. As discussed in Chapter 2 (Section 2.A.3.), proposals were not advanced past Level 1 Screening if they involved a route through private land for which we do not hold any legal right-of-way/easement.
1159	n/a	not applicable	Open all roads to handicapped hunting	Not applicable	We recommended that this proposal not be advanced because it did not propose a change in designation to a specific route; instead the proposal recommended that all roads be designated to provide motorized use by handicapped hunters. As discussed in Chapter 2 (Section 2.A.3.), proposals were not considered in detail if they were too generic to map.
1161	n/a	not applicable	not applicable	Not applicable	We did not consider this proposal in detail because it addressed routes District-wide; would involve some routes for which the Forest Service does not hold right-of-way/easements; and would involve some routes not within the jurisdiction of the Coeur d'Alene River Ranger District. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they were too generic to map, involved routes through private land for which we do not hold any legal right-of-way/easement, or would conflict with travel management on neighboring federal, state or tribal lands.
1163 Not Considered in Detail	1	nonmotorized use only	nonmotorized use only	Trail 20	We did not consider this proposal in detail because Trail 20 is already designated for nonmotorized use only. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they did not propose a change in designation.
1164 Not Advanced	1	motorcycle use	nonmotorized use only	Trails 22, 956, 413, 56, 416	We recommended that this proposal, which involves trails that comprise the Independence Creek Trail system, not be advanced. In response to the growing demand for motorized use on this trail system, investments have been made to improve Independence Creek Trail 22. For nearly ten years there have been agreements to keep this trail (and its tributary system) open to motorcycle use, while Trail 20 (the Coeur d'Alene National Scenic Trail) be reserved for non-motorized use only. This strategy provides a balance of opportunities.
1166 Advanced Indirectly	4	motorcycle use	nonmotorized use only	Trails 227 and 257	This proposal recommended the same changes as Proposal 1012, which was advanced. For tracking purposes, the recommended change is addressed under Proposal 1012.
1168 Advanced in Proposed Action	1, 2	motorcycle use	nonmotorized use only	Trails 325 and 6736	We recommended that this proposal be advanced because it would increase the amount of wildlife security area in Elk Habitat Unit (EHU) 2 and result in improved elk habitat potential. IDFG was in agreement with this proposal (PF Doc. PIC-61).

Proposal/ Disposition	Map #	Current Designation	Proposed Designation	Route	Rationale Summary
1170 Not Advanced	5	ATV use	All vehicles	Trail 107	We recommended that this proposal not be advanced because ATV use is already well established on St. Joe Divide Trail 16. Investments have been made to improve Trail 16 and its intersecting trails (including Trail 107) on the north side of the St. Joe Divide for safe use of ATVs, with a 10-year commitment to provide maintenance funded through grants. (Trails south of the St. Joe Divide are not within the jurisdiction of the Coeur d'Alene River Ranger District.) In addition, before a designation for 4-wheel drive or full-sized vehicles could be considered it would be necessary to assess, design and develop improvements to accommodate safe use of larger vehicles and possibly mixed motorized use. This would likely result in the need for construction or reconstruction activities (some trail segments are not wide enough to accommodate vehicles larger than ATVs). As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1171 Not Advanced	5	ATV use	All vehicles	Trail 16	We recommended that this proposal not be advanced because ATV use is already well established on St. Joe Divide Trail 16. Investments have been made to improve Trail 16 and its intersecting trails on the north side of the St. Joe Divide for safe use of ATVs, with a 10-year commitment to provide maintenance funded through grants. (Trails south of the St. Joe Divide are not within the jurisdiction of the Coeur d'Alene River Ranger District.) In addition, before a 4-wheel drive designation could be considered it would be necessary to assess, design and develop improvements to accommodate safe use of larger (4-wheel drive) vehicles and possibly mixed motorized use. This would likely result in the need for construction or reconstruction activities (some trail segments are not wide enough to accommodate 4-wheel drive vehicles). As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1173 Advanced Indirectly	5	motorcycle use	All vehicles	Trail 133	This proposal recommended the same changes as Proposal 1300. For tracking purposes, the recommended change is addressed under Proposal 1300, which was advanced as part of the Proposed Action. IDFG was in agreement with this proposal (PF Doc. PIC-61).
1175 Not Advanced	5	motorcycle use	All vehicles	Trail 137 and Granite Gulch	We recommended that this proposal not be advanced because only one mile of Trail 137 is located on National Forest System lands. The reminder is located on private lands (the Forest Service does not hold a right-of-way/easement for the route). The segment of route located in Granite Gulch would require reconstruction to make the route safe for all vehicles. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1177, 1178 Not Advanced	5	ATV use	All vehicles	Trail 16	We recommended that this proposal not be advanced because ATV use is already well established on St. Joe Divide Trail 16. Investments have been made to improve Trail 16 and its intersecting trails on the north side of the St. Joe Divide for safe use of ATVs, with a 10-year commitment to provide maintenance funded through grants. (Trails south of the St. Joe Divide are not within the jurisdiction of the Coeur d'Alene River Ranger District.) In addition, before a designation for 4-wheel drive or full-sized vehicles could be considered it would be necessary to assess, design and develop improvements to accommodate safe use of larger vehicles and possibly mixed motorized use. This would likely result in the need for construction or reconstruction activities (some trail segments are not wide enough to accommodate vehicles larger than ATVs). As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1180 Not Advanced	5	motorcycle use	All vehicles	Trail 137 and Granite Gulch	We recommended that this proposal not be advanced because only one mile of Trail 137 is located on National Forest System lands. The reminder is located on private lands (the Forest Service does not hold a right-of-way/easement for the route). The segment of route located in Granite Gulch would require reconstruction to make the route safe for all vehicles. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1182 Advanced Indirectly	5	motorcycle use	All vehicles	Trail 133	This proposal recommended the same changes as Proposal 1300. For tracking purposes, the recommended change is addressed under Proposal 1300, which was advanced as part of the Proposed Action. IDFG was in agreement with this proposal (PF Doc. PIC-61).

Proposal/ Disposition	Map #	Current Designation	Proposed Designation	Route	Rationale Summary
1184, 1185 Not Advanced	5	ATV use	All vehicles	Trail 16	We recommended that this proposal not be advanced because ATV use is already well established on St. Joe Divide Trail 16. Investments have been made to improve Trail 16 and its intersecting trails on the north side of the St. Joe Divide for safe use of ATVs, with a 10-year commitment to provide maintenance funded through grants. (Trails south of the St. Joe Divide are not within the jurisdiction of the Coeur d'Alene River Ranger District.) In addition, before a designation for 4-wheel drive or full-sized vehicles could be considered it would be necessary to assess, design and develop improvements to accommodate safe use of larger vehicles and possibly mixed motorized use. This would likely result in the need for construction or reconstruction activities (some trail segments are not wide enough to accommodate vehicles larger than ATVs). As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1187	5	motorcycle use	All vehicles	Trail 137 and Granite Gulch	We recommended that this proposal not be advanced because only one mile of Trail 137 is located on National Forest System lands. The reminder is located on private lands (the Forest Service does not hold a right-of-way/easement for the route). The segment of route located in Granite Gulch would require reconstruction to make the route safe for all vehicles. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1189 Advanced Indirectly	5	motorcycle use	All vehicles	Trail 133	This proposal recommended the same changes as Proposal 1300. For tracking purposes, the recommended change is addressed under Proposal 1300, which was advanced as part of the Proposed Action. IDFG was in agreement with this proposal (PF Doc. PIC-61).
1191	4	all vehicles (seasonal)	4-wheel drive use	Road 259	We recommended that this proposal not be advanced because Wall Peak Road 259 is already designated for use by all motorized vehicles, including jeeps and other 4-wheel drive vehicles, on a seasonal basis. Designating the route for exclusive use by jeeps would not meet recreation objectives for this area.
1192 Not Considered in Detail	4	nonmotorized use only	All vehicles	Road 807	As with other similar proposals, we did not consider these proposals in detail because Hardy Gulch Road 807 passes through private land, specifically between a private residence and their garage, and is only several feet from the door of the house. In addition to safety concerns, the Forest Service does not currently hold an easement to allow motorized use by the public. As discussed in Chapter 2 (Section 2.A.3.), proposals were not advanced past Level 1 Screening if they involved a route through private land for which we do not hold any legal right-of-way/easement.
1194 Not Considered in Detail	4	nonmotorized use only on Road 453 and its spurs; motorcycle use (seasonal) on Trails 227 and 257	All vehicles	Road 453 spurs, Trails 227 and 257	We recommended that this proposal not be advanced for several reasons. Trails in the Pleasant Creek area currently provide walking access to a Quality Hunt Area. Adjacent roads (Roads 438 and 439) are designated for use by all vehicles, providing adequate access to the area. In addition, Pleasant Creek Road 453 and its spurs transect private lands, and the Forest Service does not hold any easement to allow public traffic to use the road to access Carlin Creek drainage. Several of the spur roads are dead-end routes, and would require construction to create loop opportunities. Trails 227 and 257 are single-track trails designated for motorcycle use on a seasonal basis. Construction or reconstruction would be needed to make these routes safe for travel by all vehicle classes. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they involved routes through private land for which we do not hold any legal right-of-way/easement, or would require construction or reconstruction.
1196 Not Advanced	3	nonmotorized use only	ATV use	Road 6538 and Grizzly Creek	We recommended that this proposal not be advanced at this time. The proposed route is an old road (not on the inventoried road system) that parallels Grizzly Creek along the stream bottom. The road was mistakenly opened without Forest Service authorization under the assumption that it was Road 6538, which is actually located on the ridge top immediately the southwest of Grizzly Creek, and provides access to Bonneville Power Administration. In addition, IDFG noted that the Grizzly Creek area has some of the worst elk survival in the Idaho Panhandle, and did not support designating a route for ATV use through the area (PF Doc. PIC-61).
1198 Not Advanced	3	nonmotorized use	ATV use	Road 990	We recommended that this proposal not be advanced because there is at least one road failure that makes the route unusable. Reconstruction would be needed to make the route safe for ATV use. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.

Proposal/ Disposition	Map #	Current Designation	Proposed Designation	Route	Rationale Summary
1199 Not Considered in Detail	3	All vehicles	ATV use	Road 207	We did not consider this proposal in detail because Browns Creek Road 207 (between the county road and the intersection with Road 990) is designated for use by all vehicles, including ATVs. Since ATVs already have designated use of the road, there is no change in designated needed. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they did not propose a change in designation of a specific route.
1201 Not Advanced	4	motorcycle use (seasonally)	motorcycle use	Trails 227 and 257	We recommended that this proposal not be advanced. Under Proposal 1012, these routes have been proposed (and advanced under the Proposed Action) for nonmotorized use only, which would help increase elk security in Elk Habitat Unit 8, providing some flexibility in managing motorized access elsewhere on the District. Motorized access to this area would still be provided on adjacent routes, including Roads 453, 458, and 459. IDFG was in agreement with designating this route for nonmotorized use only.
1203 Not Advanced	5	ATV use	nonmotorized use only	Trails 16 and 107	We recommended that this proposal not be advanced because ATV use is already well established on St. Joe Divide Trail 16. Investments have been made to improve Trail 16 and its intersecting trails (including Trail 107) on the north side of the St. Joe Divide for safe use of ATVs, with a 10-year commitment to provide maintenance funded through grants. (Trails south of the St. Joe Divide are not within the jurisdiction of the Coeur d'Alene River Ranger District.) In addition, before a designation for 4-wheel drive or full-sized vehicles could be considered it would be necessary to assess, design and develop improvements to accommodate safe use of larger vehicles and possibly mixed motorized use. This would likely result in the need for construction or reconstruction activities (some trail segments are not wide enough to accommodate vehicles larger than ATVs). As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1205 Not Advanced	5	ATV use	nonmotorized use only	Trail 128	We recommended that this proposal not be advanced because Trail 128 (between West Willow Peak and Stevens Peak) is managed as one of the north-side tributaries to the St. Joe Divide trail system. ATV use is already well established on St. Joe Divide Trail 16. Investments have been made to improve Trail 16 and its intersecting trails on the north side of the St. Joe Divide for safe use of ATVs, with a 10-year commitment to provide maintenance funded through grants. (Trails south of the St. Joe Divide are not within the jurisdiction of the Coeur d'Alene River Ranger District.) In addition, before a designation for 4-wheel drive or full-sized vehicles could be considered it would be necessary to assess, design and develop improvements to accommodate safe use of larger vehicles and possibly mixed motorized use. This would likely result in the need for construction or reconstruction activities (some trail segments are not wide enough to accommodate vehicles larger than ATVs). As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1206 Advanced in Proposed Action	2	ATV use (seasonal)	ATV use (no seasonal restrictions)	Road/Trail 2320	We recommended that this proposal be advanced because it would provide the public with a longer season of use, while consistent with guidance of the Forest Plan (including elk habitat security). IDFG was in agreement with this proposal (PF Doc. PIC-61).
1208 Not Considered in Detail	5	not applicable	4-wheel drive use	Not applicable	We did not consider this proposal in detail because it address a route (Champion Creek Trail to Stevens Creek) that is on the St Joe Ranger District, and therefore not under our jurisdiction.
1210 Not Advanced	5	ATV use	4-wheel drive use	Trails 16 and 107	As with similar proposals, we recommended that this proposal not be advanced because ATV use is already well established on St. Joe Divide Trail 16. Investments have been made to improve Trail 16 and its intersecting trails (including Trail 107) on the north side of the St. Joe Divide for safe use of ATVs, with a 10-year commitment to provide maintenance funded through grants. (Trails south of the St. Joe Divide are not within the jurisdiction of the Coeur d'Alene River Ranger District.) In addition, before a designation for 4-wheel drive or full-sized vehicles could be considered it would be necessary to assess, design and develop improvements to accommodate safe use of larger vehicles and possibly mixed motorized use. This would likely result in the need for construction or reconstruction activities (some trail segments are not wide enough to accommodate vehicles larger than ATVs). As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.

Proposal/ Disposition	Map #	Current Designation	Proposed Designation	Route	Rationale Summary
1212, 1213 Not Advanced	5	ATV use	4-wheel drive use	Trail 16	As with similar proposals, we recommended that this proposal not be advanced because ATV use is already well established on St. Joe Divide Trail 16. Investments have been made to improve Trail 16 and its intersecting trails on the north side of the St. Joe Divide for safe use of ATVs, with a 10-year commitment to provide maintenance funded through grants. (Trails south of the St. Joe Divide are not within the jurisdiction of the Coeur d'Alene River Ranger District.) In addition, before a designation for 4-wheel drive vehicles could be considered it would be necessary to assess, design and develop improvements to accommodate safe use of larger vehicles and possibly mixed motorized use. This would likely result in the need for construction or reconstruction activities (some trail segments are not wide enough to accommodate vehicles larger than ATVs). For example, Jack Dorrell, District Recreation Planner, assessed Cranky Gulch Trail 39 as challenging for ATVs and not suitable for larger vehicles. A constriction near the top would make it difficult for 4-wheel drives (such as jeeps) to get through. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1215 Not Advanced	5	ATV use	4-wheel drive use	Trail 16A	We recommended that this proposal not be advanced because Red Oak Trail 16A is managed as one of the north-side tributaries to the St. Joe Divide trail system. ATV use is already well established on St. Joe Divide Trail 16. Investments have been made to improve Trail 16 and its intersecting trails on the north side of the St. Joe Divide for safe use of ATVs, with a 10-year commitment to provide maintenance funded through grants. (Trails south of the St. Joe Divide are not within the jurisdiction of the Coeur d'Alene River Ranger District.) In addition, before a designation for 4-wheel drive vehicles could be considered it would be necessary to assess, design and develop improvements to accommodate safe use of larger vehicles and possibly mixed motorized use. This would likely result in the need for construction or reconstruction activities (some trail segments are not wide enough to accommodate vehicles larger than ATVs). As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1217 Not Considered in Detail	2	not applicable	4-wheel drive use	Not applicable	This proposal addressed Gravel Run (in the vicinity of Horse Heaven), which is a user- created hill climb used by jeeps. These are not inventoried trails, and therefore have no designation. Motorized travel in the area would be considered cross country, which is prohibited under both the No-Action or Proposed-Action Alternatives as directed by 36 CFR 261.54(a). As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they involved user-created routes.
1219 Not Advanced	5	ATV use	4-wheel drive use	Trails 16 and 107	As with similar proposals, we recommended that this proposal not be advanced because ATV use is already well established on St. Joe Divide Trail 16. Investments have been made to improve Trail 16 and its intersecting trails (including Trail 107) on the north side of the St. Joe Divide for safe use of ATVs, with a 10-year commitment to provide maintenance funded through grants. (Trails south of the St. Joe Divide are not within the jurisdiction of the Coeur d'Alene River Ranger District.) In addition, before a designation for 4-wheel drive or full-sized vehicles could be considered it would be necessary to assess, design and develop improvements to accommodate safe use of larger vehicles and possibly mixed motorized use. This would likely result in the need for construction or reconstruction activities (some trail segments are not wide enough to accommodate vehicles larger than ATVs). As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1220 Not Considered in Detail	5	not applicable	4-wheel drive use	Not applicable	We did not consider this proposal in detail because it addressed a route (Champion Creek Trail to Stevens Creek) that is on the St Joe Ranger District, and therefore not under our jurisdiction.

Proposal/ Disposition	Map #	Current Designation	Proposed Designation	Route	Rationale Summary
1222 Not Advanced	5	ATV use	4-wheel drive use	Trail 16	As with similar proposals, we recommended that this proposal not be advanced because ATV use is already well established on St. Joe Divide Trail 16. Investments have been made to improve Trail 16 and its intersecting trails on the north side of the St. Joe Divide for safe use of ATVs, with a 10-year commitment to provide maintenance funded through grants. (Trails south of the St. Joe Divide are not within the jurisdiction of the Coeur d'Alene River Ranger District.) In addition, before a designation for 4-wheel drive vehicles could be considered it would be necessary to assess, design and develop improvements to accommodate safe use of larger vehicles and possibly mixed motorized use. This would likely result in the need for construction or reconstruction activities (some trail segments are not wide enough to accommodate vehicles larger than ATVs). For example, Jack Dorrell, District Recreation Planner, assessed Cranky Gulch Trail 39 as challenging for ATVs and not suitable for larger vehicles. An existing constriction near the top would make it difficult for 4-wheel drives (such as jeeps) to get through. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1224 Not Advanced	5	ATV use	4-wheel drive use	Trails 16 and 107	As with similar proposals, we recommended that this proposal not be advanced because ATV use is already well established on St. Joe Divide Trail 16. Investments have been made to improve Trail 16 and its intersecting trails (including Trail 107) on the north side of the St. Joe Divide for safe use of ATVs, with a 10-year commitment to provide maintenance funded through grants. (Trails south of the St. Joe Divide are not within the jurisdiction of the Coeur d'Alene River Ranger District.) In addition, before a designation for 4-wheel drive or full-sized vehicles could be considered it would be necessary to assess, design and develop improvements to accommodate safe use of larger vehicles and possibly mixed motorized use. This would likely result in the need for construction or reconstruction activities (some trail segments are not wide enough to accommodate vehicles larger than ATVs). As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1226 Not Considered in Detail	2	not applicable	4-wheel drive use	Not applicable	This proposal addressed Gravel Run (in the vicinity of Horse Heaven), which is a user- created hill climb used by jeeps. These are not inventoried trails, and therefore have no designation. Motorized travel in the area would be considered cross country, which is prohibited under both the No-Action or Proposed-Action Alternatives as directed by 36 CFR 261.54(a). As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they involved user-created routes.
1227 Not Advanced	5	ATV use	4-wheel drive use	Trail 16A	We recommended that this proposal not be advanced because Red Oak Trail 16A is managed as one of the north-side tributaries to the St. Joe Divide trail system. ATV use is already well established on St. Joe Divide Trail 16. Investments have been made to improve Trail 16 and its intersecting trails on the north side of the St. Joe Divide for safe use of ATVs, with a 10-year commitment to provide maintenance funded through grants. (Trails south of the St. Joe Divide are not within the jurisdiction of the Coeur d'Alene River Ranger District.) In addition, before a designation for 4-wheel drive vehicles could be considered it would be necessary to assess, design and develop improvements to accommodate safe use of larger vehicles and possibly mixed motorized use. This would likely result in the need for construction or reconstruction activities (some trail segments are not wide enough to accommodate vehicles larger than ATVs). As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1229 Not Considered in Detail	5	not applicable	4-wheel drive use	Not applicable	As with similar proposals, we did not consider this proposal in detail because it addressed a route (Champion Creek Trail to Stevens Creek) that is on the St Joe Ranger District, and therefore not under our jurisdiction.

Proposal/ Disposition	Map #	Current Designation	Proposed Designation	Route	Rationale Summary
1231 Not Advanced	5	ATV use	4-wheel drive use	Trail 16A	We recommended that this proposal not be advanced because Red Oak Trail 16A is managed as one of the north-side tributaries to the St. Joe Divide trail system. ATV use is already well established on St. Joe Divide Trail 16. Investments have been made to improve Trail 16 and its intersecting trails on the north side of the St. Joe Divide for safe use of ATVs, with a 10-year commitment to provide maintenance funded through grants. (Trails south of the St. Joe Divide are not within the jurisdiction of the Coeur d'Alene River Ranger District.) In addition, before a designation for 4-wheel drive vehicles could be considered it would be necessary to assess, design and develop improvements to accommodate safe use of larger vehicles and possibly mixed motorized use. This would likely result in the need for construction or reconstruction activities (some trail segments are not wide enough to accommodate vehicles larger than ATVs). As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1233 Not Advanced	2	ATV use	4-wheel drive use	Trail/Roads 2339, 2337, 1580D and 1580E	We recommended that this proposal not be advanced for several reasons. Trails/Roads 2337 and 2239 are currently designated for ATV use, and some segments would likely need to be reconstructed to meet Forest Service standards for 4-wheel drive vehicle use. The segment from Fernan Saddle to Treasure Mountain is a user-created route. The proposed segment from Kelly Mountain south to the intersection of Road 499 has been decommissioned and would required reconstruction to be suitable for motorized use. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced if they involved a user-created route, or would require construction or reconstruction. IDFG agreed with not advancing this proposal (PF Doc. PIC-61).
1234 Not Considered in Detail	5	motorcycle use	4-wheel drive use	Trails 140 and 241	We recommended that this proposal not be advanced because the routes addressed in this proposal are currently managed as single-track trails, and would require extensive redesign and reconstruction to safely accommodate jeeps and other 4-wheel drive vehicles. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1236 Not Considered in Detail	5	motorcycle use	ATV use	Trail 103	We recommended that this proposal not be advanced because Trail 103 is currently managed as a single-track trail, and would require reconstruction to safely accommodate ATVs. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1238 Not Considered in Detail	5	motorcycle use	ATV use	Trail 102	We recommended that this proposal not be advanced because Trail 102 is currently managed as a single-track trail, and would require reconstruction to safely accommodate ATVs. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1240 Not Considered in Detail	5	motorcycle use	ATV use	Trail 101	We recommended that this proposal not be advanced because Trail 101 is currently managed as a single-track trail, and would require reconstruction to safely accommodate ATVs. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1241 Not Considered in Detail	2	motorcycle use	ATV use	Trail 28	We recommended that this proposal not be advanced because the affected (southeast) section of Trail 28 is badly eroded, and would require new trail construction to make it safe for ATV travel. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require new construction or trail reconstruction.
1243 Not Advanced	2	nonmotorized use only	ATV use	Road 3013	We recommended that this proposal not be advanced because the proposed route would not connect to any other currently inventoried road systems from the top. From below, the route goes up along the East Fork of Hudlow Creek (a perennial stream). This is an old road prism that has been decommissioned and recontoured, and a visit to the area confirmed that it is not suitable for motorized use.
1245 Not Advanced	4	ATV use (seasonally)	4-wheel drive use	Road 3093	We recommended that this proposal not be advanced because the proposed route is a designated ATV trail where improvements were recently completed at a substantial investment of funding. In addition, substantial reconstruction would be required to safely accommodate jeeps and other 4-wheel drive vehicles.
1247, 1248, 1250 Not Advanced	4	motorcycle use (seasonally)	motorcycle use (no seasonal restrictions)	Trail 257	We recommended that this proposal not be advanced. Under Proposal 1012, Trail 257 has been proposed (and advanced under the Proposed Action) for nonmotorized use only, which would help increase elk security in Elk Habitat Unit 8, providing some flexibility in managing motorized access elsewhere on the District. Motorized access to this area would still be provided on adjacent routes, including Roads 453, 458, and 459. IDFG was in agreement with designating this route for nonmotorized use only.

Proposal/ Disposition	Map #	Current Designation	Proposed Designation	Route	Rationale Summary
1252 Not Considered in Detail	n/a	Seasonally-restricted routes	remove all seasonal restrictions	Not applicable	We recommended that this proposal not be advanced because it did not address a specific proposal; instead recommending the lifting of all seasonal restrictions on routes across the District. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they if they were too generic to map.
1254 Not Advanced	4	ATV use (seasonally)	4-wheel drive use	Trail/Road 2318	We recommended that this proposal not be advanced, because it would not be compliant with Forest Plan standards for elk security habitat. IDFG agreed that if the route were to remain designated for motorized use, it should remain designated for ATV use on a seasonal basis (PF Doc. PIC-69).
1255 Not Advanced	5	ATV use	4-wheel drive use	Trails 16 and 226	As with similar proposals, we recommended that this proposal not be advanced because ATV use is already well established on St. Joe Divide Trail 16. Investments have been made to improve Trail 16 and its intersecting trails (including Trail 226) on the north side of the St. Joe Divide for safe use of ATVs, with a 10-year commitment to provide maintenance funded through grants. (Trails south of the St. Joe Divide are not within the jurisdiction of the Coeur d'Alene River Ranger District.) In addition, before a designation for 4-wheel drive vehicles could be considered it would be necessary to assess, design and develop improvements to accommodate safe use of larger vehicles and possibly mixed motorized use. This would likely result in the need for construction or reconstruction activities (some trail segments are not wide enough to accommodate vehicles larger than ATVs). As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1257 Not Advanced	5	ATV use	4-wheel drive use	Trail 16	As with similar proposals, we recommended that this proposal not be advanced because ATV use is already well established on St. Joe Divide Trail 16. Investments have been made to improve Trail 16 and its intersecting trails on the north side of the St. Joe Divide for safe use of ATVs, with a 10-year commitment to provide maintenance funded through grants. (Trails south of the St. Joe Divide are not within the jurisdiction of the Coeur d'Alene River Ranger District.) In addition, before a designation for 4-wheel drive vehicles could be considered it would be necessary to assess, design and develop improvements to accommodate safe use of larger vehicles and possibly mixed motorized use. This would likely result in the need for construction or reconstruction activities (some trail segments are not wide enough to accommodate vehicles larger than ATVs). As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1259, 1261 Not Considered in Detail	5	motorcycle use	4-wheel drive use	Trails 140 and 241	As with similar proposals, we recommended that these proposals not be advanced because the routes addressed are currently managed as single-track trails, and would require extensive redesign and reconstruction to safely accommodate jeeps and other 4-wheel drive vehicles. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1262 Not Advanced	4	ATV use (seasonal)	4-wheel drive use	Roads 3098, 3094	We recommended that this proposal not be advanced because the proposed routes are designated ATV trails (with seasonal use) where improvements were recently completed at a substantial investment of funding. In addition, substantial reconstruction would be required to safely accommodate jeeps and other 4-wheel drive vehicles.
1264 Not Considered in Detail	4	All vehicles	4-wheel drive use	Roads 413Q and 413U	We recommended that this proposal not be advanced because connecting Roads 413Q and 413U (with are both dead-end routes) would require designation of a user-created route, with potential construction or reconstruction. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require designation of a user-created route, or would require new construction or reconstruction of a route.
1266 Not Advanced	4	ATV use (seasonally)	4-wheel drive use	Trail/Road 2318	We recommended that this proposal not be advanced, because it would not be compliant with Forest Plan standards for elk security habitat. IDFG agreed that if the route were to remain designated for motorized use, it should remain designated for ATV use on a seasonal basis (PF Doc. PIC-69).
1268 Not Considered in Detail	4	All vehicles	4-wheel drive use	Roads 413Q and 413U	We recommended that this proposal not be advanced because connecting Roads 413Q and 413U (which are both dead-end routes) would require designation of a user-created route, with potential construction or reconstruction. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require designation of a user-created route, or would require new construction or reconstruction of a route.

Proposal/ Disposition	Map #	Current Designation	Proposed Designation	Route	Rationale Summary
1269 Not Advanced	5	ATV use	4-wheel drive use	Trails 16 and 111	We recommended that this proposal not be advanced for two reasons. First, it would involve a segment of Trail 16 (identified incorrectly on the proposal as Trail 1919) that leads to Wardner Peak. This segment accesses private ownership (i.e. Silver Mountain) that is outside the Forest Service jurisdiction. Also, ATV use is already well established on St. Joe Divide Trail System. Investments have been made to improve Trail 16 and its intersecting trails on the north side of the St. Joe Divide (including Trail 111) for safe use of ATVs, with a 10-year commitment to provide maintenance funded through grants. (Trails south of the St. Joe Divide are not within the jurisdiction of the Coeur d'Alene River Ranger District.) In addition, before a 4-wheel drive designation could be considered it would be necessary to assess, design and develop improvements to accommodate safe use of larger (4-wheel drive) vehicles and possibly mixed motorized use. This would likely result in the need for construction or reconstruction activities. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1271	n/a	nonmotorized use only	Area designation for ATV use	Not applicable	We recommended that this proposal not be advanced because specific routes that could be designated as training loops were not identified. There are currently no areas designated for motorized use, only specific routes. Reconstruction of some routes would likely be needed to make the route safe for ATV travel. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1273 Advanced in Proposed Action	2	ATV use	4-wheel drive use	Trails 6728 and 1525	We recommended that this proposal be advanced. Both trails are old road prisms currently designated for ATV use. In conjunction with Road 1560 (which is currently designated for all motorized uses, but still requires heavy maintenance to be usable by vehicles other than high-clearance) would provide a jeep trail opportunity while complying with the Forest Plan standards for elk habitat potential and security.
1275 Advanced in Proposed Action	3	ATV use	4-wheel drive use	Trails/Roads 343, 979, 270	We recommended that this proposal to change designation of the current seasonal-use ATV trails in the head of Avery and Clee Creek to seasonal 4-wheel drive (i.e. jeep) trails be advanced, because the routes involved are all old road prisms that have been designated for motorized use. This would provide an opportunity for 4-wheel drives while complying with Forest Plan standards for elk habitat security and potential. IDFG was in agreement with this proposal (PF Doc. PIC-61).
1276 Not Advanced	2	ATV use	4-wheel drive use	Trails 16 and 111	We recommended that this proposal not be advanced for two reasons. First, it would involve a segment of Trail 16 (identified incorrectly on the proposal as Trail 1919) that leads to Wardner Peak. This segment accesses private ownership (i.e. Silver Mountain) that is outside the Forest Service jurisdiction. Also, ATV use is already well established on St. Joe Divide Trail System. Investments have been made to improve Trail 16 and its intersecting trails on the north side of the St. Joe Divide (including Trail 111) for safe use of ATVs, with a 10-year commitment to provide maintenance funded through grants. (Trails south of the St. Joe Divide are not within the jurisdiction of the Coeur d'Alene River Ranger District.) In addition, before a 4-wheel drive designation could be considered it would be necessary to assess, design and develop improvements to accommodate safe use of larger (4-wheel drive) vehicles and possibly mixed motorized use. This would likely result in the need for construction or reconstruction activities. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1278 Advanced in Proposed Action	2	nonmotorized use only	ATV use	Roads 2358A, 2358AUC, 1604UH & UC	We recommended that the following segments of this proposal be advanced because changing the designation would provide a connection between Road 1604 (near Breakwater Campground) and Road 2385 (at Johns Peak), which are both currently designated for motorized use, while complying with Forest Plan standards for elk habitat potential and security. IDFG agreed that the segment of Road 2385A could be used to connect with Road 1604 and that the seasonal restrictions could be lifted from Road 1604 (PF Doc. PIC-69).
1280 Not Advanced	2,4	Mixed designations	ATV use	Roads 1604, 1604B, 413, 413UX, 413UL, 413UM	We recommended that this proposal not be advanced because some segments of the proposed routes (currently designated for nonmotorized use only) would require reconstruction to make them safe for ATV travel. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced if they would require construction or reconstruction. IDFG was in agreement with not advancing this proposal (PF Doc. PIC-61).

Proposal/ Disposition	Map #	Current Designation	Proposed Designation	Route	Rationale Summary
1282 Not Considered in Detail	n/a	nonmotorized use only	not applicable	Road 939	We did not consider this proposal in detail because it recommended obliterating Road 939 to reduce illegal motorized use in the area. Road obliteration is beyond the scope of this project and can only be implemented through a separate planning and decision process. Changes in the enforcement strategy and legal authority regarding cross-country motorized travel (provided under 36 CFR 261.56). Violations of prohibitions found in 36 CFR 261 shall be punishable by a fine of not more than $5,000 or imprisonment of not more than six months or both (Title 16, USC Section 551). In some situations, violators may be held financially responsible for the cost of repairing or restoring an area damaged during the violation (see Appendix D, Implementation).
1283 Not Considered in Detail	3	not applicable	not applicable	Not applicable	We did not consider this proposal in detail because it did not identify changes to specific route designations; instead it addressed restriction of dispersed camping and designation of boat launch access. We address access to dispersed sites in Chapter 2 (Section 2.B.2). Currently, the District initiates site-specific analyses and designation of access to dispersed campsites on a case-by-case basis in response to needs for managing effects of dispersed recreational use of Forest resource values. As funding becomes available in the future an inventory of access routes and dispersed campsites not already restricted will be undertaken for the Coeur d'Alene River Ranger District. This inventory will be used to develop a comprehensive plan for managing access to and use of dispersed campsites.
1284 Not Advanced	5	ATV use	All vehicles	Trails 16 and 128	We recommended that this proposal not be advanced because ATV use is already well established on St. Joe Divide Trail 16. (Trail 128 between West Willow Peak and Stevens Peak is managed as one of the north-side tributaries to the St. Joe Divide trail system.) Investments have been made to improve Trail 16 and its intersecting trails on the north side of the St. Joe Divide for safe use of ATVs, with a 10-year commitment to provide maintenance funded through grants. (Trails south of the St. Joe Divide are not within the jurisdiction of the Coeur d'Alene River Ranger District.) In addition, before a designation for 4-wheel drive or full-sized vehicles could be considered it would be necessary to assess, design and develop improvements to accommodate safe use of larger vehicles and possibly mixed motorized use. This would likely result in the need for construction or reconstruction activities (some trail segments are not wide enough to accommodate vehicles larger than ATVs). As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1285 Not Advanced	5	motorcycle use	All vehicles	Trail 137 and Granite Gulch	We recommended that this proposal not be advanced because only one mile of Trail 137 is located on National Forest System lands. The reminder is located on private lands (the Forest Service does not hold a right-of-way/easement for the route). The segment of route located in Granite Gulch would require reconstruction to make the route safe for all vehicles. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1286 Advanced Indirectly	5	motorcycle use	All vehicles	Trail 133	This proposal recommended the same changes as Proposal 1300. For tracking purposes, the recommended change is addressed under Proposal 1300, which was advanced as part of the Proposed Action. IDFG was in agreement with this proposal (PF Doc. PIC-61).
1287 Not Advanced	5	motorcycle use	All vehicles	Trails 16 and 128	As with similar proposals, we recommended that this proposal not be advanced because ATV use is already well established on St. Joe Divide Trail 16. (Trail 128 between West Willow Peak and Stevens Peak is managed as one of the north-side tributaries to the St. Joe Divide trail system.) Investments have been made to improve Trail 16 and its intersecting trails on the north side of the St. Joe Divide for safe use of ATVs, with a 10-year commitment to provide maintenance funded through grants. (Trails south of the St. Joe Divide are not within the jurisdiction of the Coeur d'Alene River Ranger District.) In addition, before a designation for 4-wheel drive or full-sized vehicles could be considered it would be necessary to assess, design and develop improvements to accommodate safe use of larger vehicles and possibly mixed motorized use. This would likely result in the need for construction or reconstruction activities (some trail segments are not wide enough to accommodate vehicles larger than ATVs). As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.

Proposal/ Disposition	Map #	Current Designation	Proposed Designation	Route	Rationale Summary
1288 Not Advanced	5	ATV use	All vehicles	Trails 16 and 107	As with similar proposals, we recommended that this proposal not be advanced because ATV use is already well established on St. Joe Divide Trail 16. Investments have been made to improve Trail 16 and its intersecting trails (including Trail 107) on the north side of the St. Joe Divide for safe use of ATVs, with a 10-year commitment to provide maintenance funded through grants. (Trails south of the St. Joe Divide are not within the jurisdiction of the Coeur d'Alene River Ranger District.) In addition, before a designation for 4-wheel drive or full-sized vehicles could be considered it would be necessary to assess, design and develop improvements to accommodate safe use of larger vehicles and possibly mixed motorized use. This would likely result in the need for construction or reconstruction activities (some trail segments are not wide enough to accommodate vehicles larger than ATVs). As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1289 Not Considered in Detail	n/a	not applicable	All vehicles	Not applicable	We recommended that this proposal not be advanced because it did not address a specific proposal; instead recommending that all existing roads and trails be designated for use by all motorized vehicles. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they if they were too generic to map.
1290 Advanced Indirectly	4	motorcycle use (seasonally)	nonmotorized use only	Trails 227 and 257	This proposal recommended the same changes as Proposal 1012. For tracking purposes, the change is addressed under Proposal 1012, which was advanced as part of the Proposed Action.
1291 Not Advanced	3	All vehicles	nonmotorized use only	Road 1586 to Fern Falls	We recommended that this proposal not be advanced because investments have been made to improve the segment (approximately 1,000 feet) of Road 1586 between the parking area and Fern Falls to use as a handicapped-accessible trail. However, because the falls area provides habitat for a rare bird (black swift), further study of the effects of human presence on the bird will be conducted. If further study indicates that additional protection is warranted, human activity near the falls could be further restricted in the future.
1292 Not Considered in Detail	n/a	motorized uses	nonmotorized use only	Not applicable	We recommended that this proposal not be advanced because it did not address a specific proposal; instead recommending that all trails be designated for nonmotorized use only. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they if they were too generic to map.
1293A Not Considered in Detail	3	ATV use (seasonal)	All vehicles	Trails 933 and 1586	We recommended that this proposal not be advanced because the proposed routes are designated ATV trails (with seasonal use), and substantial reconstruction would be required to safely accommodate larger vehicles. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would require construction or reconstruction.
1293B Not Considered in Detail	3	All vehicles	All vehicles	Roads 957 and 2361	We did not consider this proposal in detail because Roads 957 and 2361 are already designated for use by all motorized vehicles. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they did not propose a change in designated use.
1294 Not Considered in Detail	1	nonmotorized use only	nonmotorized use only	Trail 20	We did not consider this proposal in detail because Trail 20 is already designated for nonmotorized use only. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they did not propose a change in designated use.
1295 Not Advanced	1	motorcycle use	nonmotorized use only	Trail 22	We recommended that this proposal not be advanced. In response to the growing demand for motorized use on this trail, investments have been made to improve Independence Creek Trail 22. For nearly ten years there have been agreements to keep this trail open to motorcycle use, while Trail 20 (the Coeur d'Alene National Scenic Trail) be reserved for non-motorized use only. This strategy provides a balance of opportunities.
1296 Not Considered in Detail	3	not applicable	not applicable	not applicable	We did not consider this proposal in detail because it did not identify changes to specific route designations; instead it addressed restriction of dispersed camping and designation of boat launch access. We address access to dispersed sites in Chapter 2 (Section 2.B.2). Currently, the District initiates site-specific analyses and designation of access to dispersed campsites on a case-by-case basis in response to needs for managing effects of dispersed recreational use of Forest resource values. As funding becomes available in the future an inventory of access routes and dispersed campsites not already restricted will be undertaken for the Coeur d'Alene River Ranger District. This inventory will be used to develop a comprehensive plan for managing access to and use of dispersed campsites.

Proposal/ Disposition	Map #	Current Designation	Proposed Designation	Route	Rationale Summary
1297 Not Considered in Detail	2	not applicable	motorcycle use	Straight Creek	We recommended that this proposal not be advanced because it involves an abandoned pack trail (a pioneered route) in Straight Creek that is not on the Forest Service trail inventory and is not maintained for public use. Reconstruction may be required to make the trail safe for motorcycle use. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced if would require construction or reconstruction.
1298 Not Advanced	2	nonmotorized use only	motorcycle use	Not applicable	We recommended that this proposal not be advanced because no specific routes were identified for use as training loops. In addition, use of Hudlow Meadow as a training area may require the designation of specific use routes within the meadow. In order to determine if this would be necessary, we would be required to develop a site plan for the area.
1299 Not Considered in Detail	5	nonmotorized use only	4-wheel drive use	Trail 165	We recommended that this proposal not be advanced because the route addressed (from Willow Creek to St. Regis Pass) intersects private land for which the Forest Service has no right-of-way or easement. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they would involve a route for which we have no legal easement. In addition, the route would dead-end at the edge of the Lookout Ski Area; use of this segment is restricted to protect ski area infrastructure.
1300 Advanced in Proposed Action	5	motorcycle use	4-wheel drive use	Trail 133	We recommended that this proposal be advanced. The route is already open to motor vehicles, but the segment that parallels the upper South Fork of the Coeur d'Alene River was recently recondition to support the Lookout Beetle Timber Sale. Along with the upper segment of the trail, this route could be converted to a jeep trail that would provide access to double-track trails along the Stateline Divide. IDFG was in agreement with this proposal (PF Doc. PIC-61).
1301 Not Advanced	4	All vehicles (seasonal)	4-wheel drive use	Roads 1602 and 1603	We recommended that this proposal not be advanced because both Roads 1602 and 1603 (in the Rantenan Creek drainage) are designated for motorized use by all vehicles (on a seasonal basis), including 4-wheel drive vehicles. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they involved user-created routes (not even to develop loop routes).
1302 Not Advanced	3	nonmotorized use only	4-wheel drive use	Road 152	We recommended that this proposal not be advanced because East Fork Eagle Creek Road 152 was decommissioned as part of a watershed restoration project in 1997. Public funds were used to remove and recontour the road to resolve aquatic issues associated with the roads location adjacent to the stream. Motorized use in this area would be considered cross-country, which is prohibited under 36 CFR 261.54(2).
1303 Not Considered in Detail	5	not applicable	4-wheel drive use	Not applicable	We did not consider this proposal in detail because the Forest Service does not currently hold an easement to allow motorized use by the public on the Weyer Gulch road that transects private property and intersects Trail 16A. As discussed in Chapter 2 (Section 2.A.3.), proposals were not advanced past Level 1 Screening if they involved a route through private land for which we do not hold any legal right-of-way or easement.
1304	n/a	not applicable	nonmotorized use only	Trail 953	We recommended that this proposal not be advanced because Trail 953 (from Beaver Creek to Coal Creek) was removed from the district trail inventory in the mid-1990s, based on field evaluation of its recreation and scenic values. In consideration of the use history the district recreation planner acknowledged that there was potential for summer nonmotorized recreational uses, but did not feel that the scenic view was adequate to provide the necessary components for a quality destination experience. With regard to the winter uses, the elevation and proximity to the Coeur d'Alene River has not historically provided the conditions that could guarantee a consistent snow pack to support being promoted as a destination cross-country ski trail. For these reasons it was recommended that the trail should be dropped from the inventoried trail system and associated maintenance schedule.
1305 Not Advanced	1	nonmotorized use only	nonmotorized use only	Trails 20, 52, 448, 309	We recommended that this proposal not be advanced because the proposed development of non-motorized loop trail systems that would involve trails that are currently designated for nonmotorized use and segments that would require new construction. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they involved new construction or reconstruction.
1306 Not Advanced	1	nonmotorized use only	nonmotorized use only	Beaver Peak, WhiteTail Peak Areas	We recommended that this proposal not be advanced because the proposed development of non-motorized loop trail systems that would involve trails that are currently designated for nonmotorized use and segments that would require new construction. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they involved new construction or reconstruction.
1307 Not Advanced	1	nonmotorized use only	nonmotorized use only	Spion Kop Area	We recommended that this proposal not be advanced because the proposed development of non-motorized loop trail systems that would involve trails that are currently designated for nonmotorized use and segments that would require new construction. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they involved new construction or reconstruction.

Proposal/ Disposition	Map #	Current Designation	Proposed Designation	Route	Rationale Summary
1308 Not Advanced	1	nonmotorized use only	nonmotorized use only	Trail 52	We recommended that this proposal not be advanced because the proposed development of non-motorized loop trail systems that would involve trails that are currently designated for nonmotorized use and segments that would require new construction. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they involved new construction or reconstruction.
1309	1	nonmotorized use only	nonmotorized use only	Trails 407, 451 and 321	We recommended that this proposal not be advanced because the proposed development of non-motorized loop trail systems that would involve trails that are currently designated for nonmotorized use and segments that would require new construction. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they involved new construction or reconstruction.
1310	1	nonmotor-ized use only	nonmotorized use only	Trail 700	We recommended that this proposal not be advanced because the proposed development of non-motorized loop trail systems that would involve trails that are currently designated for nonmotorized use and segments that would require new construction. As discussed in Chapter 2 (Section 2.A.3), proposals were not advanced past Level 1 Screening if they involved new construction or reconstruction.
1311 Advanced Indirectly	1, 2	nonmotorized use only	All vehicles	Road 534-SC	The proposed change in designation of Road 534-SC will occur as a correction (see Appendix C discussion).
1312 Not Advanced	3	Trail 42 is not inventoried; ATV use (seasonal) on Roads 1586, 933	Open to motorcycles	Trails (Roads) 933, 1586 and Trail 42	We recommended that this proposal not be advanced. Both Trails/Roads 933 and 1586 are road prisms currently designated for seasonal use by ATVs and smaller vehicles, including motorcycles. These uses and their effects are consistent with the Forest Plan guidance and standards. These also provide a connection between Beaver Creek County Road, White Peak Road 2361, and Capitol Hill Road 424 that provide a route for ATVs and motorcycles so they can avoid routes designated for use by full-sized vehicles. In addition, Trail 42 is not inventoried, maintained or designated for public motorized use. Motorized use on this route could compromise our ability to meet elk habitat potential and security goals of the Forest Plan.
1313 Advanced in Proposed Action	1	motorcycle use	nonmotorized use only	Trail 323, Road 407	We recommended that this proposal be advanced because Bear Creek Trail 323 is not maintainable as a motorized route due to its steepness. The trail is trenched and suffering environmental damage. Designated for nonmotorized uses, this trail would provide renters at Magee Cabin with a nonmotorized trail opportunity to Magee Peak. Motorcycle access to the Magee Peak area would still be provided by way of Road 407 and Trail 956. IDFG was in agreement with this proposal (PF Doc. PIC-61).
1314 Advanced in Proposed Action	3	motorcycle use	nonmotorized use only	Trails 153 and 502	We recommended that this proposal be advanced it would provide an opportunity for nonmotorized recreation in the vicinity of Lost Creek, while providing an opportunity to advance other motorized use opportunities within the affected and/or adjacent Elk Habitat Units. The proposal would contribute toward meeting the Forest Plan standards for elk habitat potential and wildlife security. IDFG was in agreement with this proposal (PF Doc. PIC-61).
1315 Advanced in Proposed Action	5	motorcycle use	nonmotorized use only	Trail 6	We recommended that this proposal be advanced because Trail 6 (Experimental Draw) is a dead-end trail and does not provide access to any known destination of interest. Advancing this proposal would contribute toward improving wildlife security in (Wallace) Elk Habitat Unit 8. IDFG was in agreement with this proposal (PF Doc. PIC-61).
1316 Advanced in Proposed Action	2	ATV use	nonmotorized use only	Road 1560 spurs	Under the current travel plan, these routes were designated for ATV use. They were considered "concept" ATV trails. That is, they were not usable in their current condition, but improvements could be made so that they would function as ATV trails. Unfortunately, funding has not been available to make the necessary improvements. Comments received from the public during collaboration and scoping indicated there was little interest in improving or using these routes, since they did not provide loop opportunities. As a result, we recommend that this proposal to change the designation to nonmotorized use only be advanced. IDFG was in agreement with this proposal (PF Doc. PIC-61).
1317 Advanced in Proposed Action	3	Trail 990 - ATV use (seasonal); Roads - all vehicles (seasonal)	nonmotorized use only	Trail 990, Roads 943A, 943C, 1569, 1569E, 6300	We recommended that this proposal be advanced. These are "concept" seasonal use roads and a legacy trail from the 1998 travel plan that was identified for use of vehicles less then 50 inches wide. Although designated for ATV use, improvements were needed to make them useable. These improvements have never been made due to limited funding and resources. IDFG was in agreement with this proposal, pointing out that the area affected has very low bull elk survival rate (PF Doc. PIC-61).