

United States  
Department of  
Agriculture

Forest Service  
Northern Region

Idaho Panhandle  
National Forests

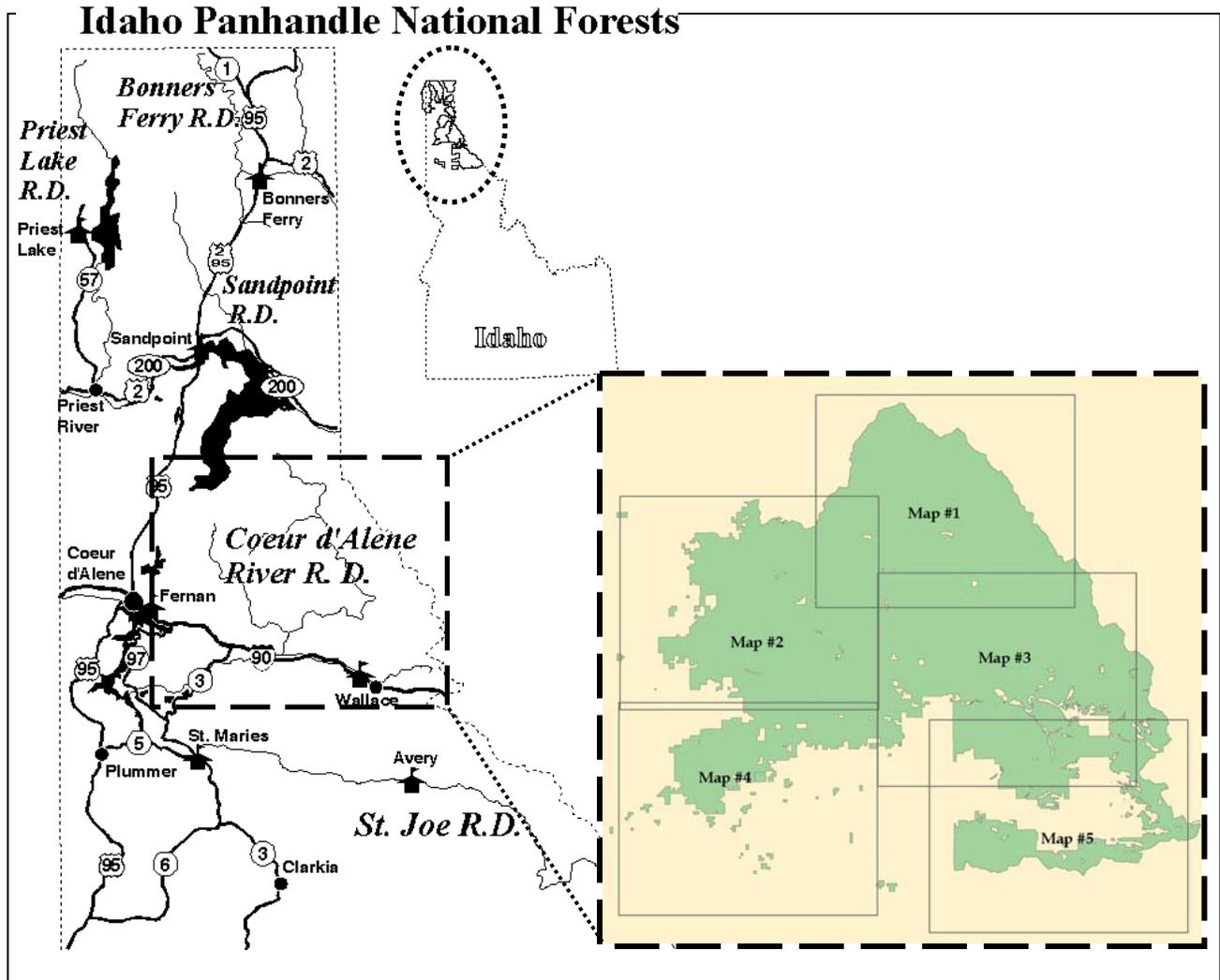
April 2009



Coeur d'Alene River Ranger District

# Travel Plan Project Decision Notice

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



Printed copies of this Decision Notice are available upon request from:

Coeur d'Alene River Ranger District  
2502 East Sherman Avenue  
Coeur d'Alene, ID 83814  
Telephone (208) 664-2318

Electronic copies are available at the Idaho Panhandle National Forests' internet web site:

[www.fs.fed.us/ipnf/eco/manage/nepa](http://www.fs.fed.us/ipnf/eco/manage/nepa)

For more information about this project, please contact:

Don Garringer, Project Leader  
(208) 769-3005  
or  
Randy Swick, District Ranger  
(208) 769-3001

The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, age, disability and, where applicable, sex, marital status, familial status, parental status, religion, sexual orientation, genetic information, political beliefs, reprisal, or because all or part of an individual's income is derived from any public assistance program. (Not all prohibited bases apply to all programs.) Persons with disabilities who require alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact USDA's TARGET Center at (202) 720-2600 (voice and TDD).

To file a complaint of discrimination, write USDA, Director, Office of Civil Rights, 1400 Independence Avenue SW, Washington DC 20250-9410, or call (800) 795-3272 (voice) or (202) 720-6382 (TDD). USDA is an equal opportunity provider and employer.

## Table of Contents

<b>1. The Decision</b> .....	Page DN-1
<b>2. Development of the Travel Plan Project</b>	
2.1. Background.....	Page DN-1
2.2. Forest Plan Direction .....	Page DN-2
2.3. Travel Plan Evolution .....	Page DN-3
2.4. 2005 Court Order .....	Page DN-3
2.5. 2005 Travel Rule.....	Page DN-3
2.6. Purpose and Need for the Proposal.....	Page DN-4
2.7. Public Involvement and Alternative Development.....	Page DN-4
<b>3. Description of the Selected Alternative</b>	
3.1. Overview of the Selected Alternative.....	Page DN-6
3.2. Features of the Selected Alternative.....	Page DN-7
3.3. Implementation.....	Page DN-13
3.4. Monitoring .....	Page DN-15
3.5. Revision .....	Page DN-15
<b>4. Decision Rationale</b>	
4.1. Extent to Which the Selected Alternative Meets the Purpose and Need .....	Page DN-15
4.2. Effects of Alternatives on Other Resources .....	Page DN-21
4.3. Findings and Consistency with Laws, Regulations and Policy.....	Page DN-28
<b>5. Finding of No Significant Impact</b> .....	Page DN-31
<b>6. Documents and Project Files</b> .....	Page DN-34
<b>7. Appeal Rights and Implementation</b> .....	Page DN-34

### List of Tables

Table DN-1. Summary of motorized routes - 2001 Travel Plan as amended.....	Page DN-3
Table DN-2. Summary of motorized routes under the Selected Alternative.....	Page DN-6
Table DN-3. Changes in designation to routes affecting motorized travel.....	Page DN-9
Table DN-4. Summary comparison of total miles available, by alternative .....	Page DN-17
Table DN-5. Comparison of trail miles designated for motorized use .....	Page DN-22
Table DN-6. Comparison of acres in each Recreation Opportunity Spectrum setting .....	Page DN-22
Table DN-7. Comparison of effects to elk, by alternative .....	Page DN-24
Table DN-8. Comparison of effects to American marten and pileated woodpecker.....	Page DN-24
Table DN-9. Summary of effects to wildlife concerns, by alternative .....	Page DN-25
Table DN-10. Summary of effects to aquatic resources.....	Page DN-27
Table DN-11. Determination of effects, threatened and endangered species.....	Page DN-30

### List of Figures

Figure DN-1. Vicinity map of the Coeur d'Alene River Ranger District .....	Inside Cover
--	--------------

### Attachments

Attachment A .....	Public Review and Response to Comments
Attachment B .....	Modifications and Corrections
Attachment C .....	Monitoring
Attachment D.....	Complete List of Routes Designated for Motorized Travel

## Terminology

The reader will find it helpful to have a familiarity with terminology used in the Travel Plan Environmental Assessment. The following terminology describes routes designated for motorized uses on the Coeur d'Alene River Ranger District:

### ***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. UTVs are any motorized recreation vehicle other than an ATV, motorbike or snowmobile, designed for and capable of travel over designated unpaved roads, with four or more low-pressure tires, 74 inches or less in width, weighing under 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). ATVs are any recreation vehicle with three or more tires, weighing under 900 pounds, 50 inches or less in width, having a wheelbase of 61 inches or less, with handlebar steering and a seat designed to be straddled by the operator.*

### ***Trails for 4-wheel drive vehicles***

*Routes 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, UTVs, ATVs, 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***

*Trails available to ATVs (described above).*

### ***Trails for motorcycles***

*Trails 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.*



# COEUR D'ALENE RIVER RANGER DISTRICT TRAVEL PLAN DECISION NOTICE

---

Responsible Official: Randy Swick, District Ranger

## 1. THE DECISION

In April 2006, the Forest Service initiated the Travel Plan project with the goal of designating a sustainable motorized route system for public access and recreation travel on the Coeur d'Alene River Ranger District (hereafter referred to as **the District**), thus bringing the current travel plan into compliance with laws, regulations and other management direction.

Over the next two years, the Forest Service worked closely with the public through a combination of meetings, field trips and correspondence to share information, identify concerns, and develop proposals for route designations. As a result, two alternatives were developed for analysis: a No-Action Alternative as required by regulations (40 CFR 1502.14[d]), and a Proposed-Action Alternative identifying specific routes available for motorized travel.

In April 2008, the Forest Service distributed to the public an Environmental Assessment (EA) in compliance with the National Environmental Policy Act (NEPA) and other relevant federal and state laws and regulations. The EA disclosed the direct, indirect, and cumulative effects that would result from implementing each of the alternatives. Through consideration of these effects and comments from the public, and other federal and state agencies, the responsible official was able to make an informed decision.

The **Proposed-Action Alternative, with minor corrections and clarifications based on public comment (refer to Attachment B)**, was determined to be the most effective at meeting the stated purpose and need for the Coeur d'Alene River Ranger District Travel Plan while addressing concerns brought forward during the environmental analysis process. The Proposed Action is hereafter referred to as the **Selected Alternative**. The opportunities and limits for motorized access described in this decision will be implemented on lands managed by the Coeur d'Alene River Ranger District.

The motorized route designations for the Selected Alternative are listed in Attachment D and are displayed on a five-map set to enhance readability. Due to their large scale, the maps are incorporated into this decision by reference. The maps are available for review on the IPNF internet ([www.fs.fed.us/ipnf/cda/travelplan](http://www.fs.fed.us/ipnf/cda/travelplan)), on compact disk upon request, and in printed format for viewing at the Coeur d'Alene River Ranger District's Fernan Office (2502 East Sherman Avenue, Coeur d'Alene) and Silver Valley Office (173 Commerce Drive, Smelterville).



*The Code of Federal Regulations (CFR) is the codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government.*

*Many are available online:*

*<http://ecfr.gpoaccess.gov/>*

*Those applicable to the Forest Service are found under Title 36, Parts 200-299.*

## 2. DEVELOPMENT OF THE TRAVEL PLAN PROJECT

### 2.1. BACKGROUND

The Coeur d'Alene River Ranger District encompasses approximately 732,000 acres of National Forest System (NFS) lands. It is located in the northern panhandle of Idaho (see Figure DN-1, inside cover); primarily within Kootenai and Shoshone Counties, with a small portion in Benewah County. The road and trail systems were created over several decades. Their development was influenced by land ownership, use and management of forest resources, legislation, recreation, 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 1901, it later became the Coeur d'Alene National Forest. In 1976, management of the Coeur d'Alene National Forest was consolidated with the St. Joe National Forest and portions of the Kaniksu 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.

As the uses of national forests continually change, so do the laws and regulations that guide their management, including that of roads and trails. Recreation opportunities are provided with consideration for the variety of users and the affect to other resource values. Motorized travel on the 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**).

## 2.2. FOREST PLAN DIRECTION

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 (Forest Plan, Forest Plan Goal 21, p. II-2, and Objective "r," p. II-10).

The Forest Plan further states that all roads on NFS 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 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).

Other goals identified in the Forest Plan (Chapter II) that were influential in setting the context for 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 habitat 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 supplied, and be within the state water quality guidelines.*

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

The Forest Plan is currently undergoing revision, and should be completed in 2009. The Selected Alternative was 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.

### 2.3. TRAVEL PLAN EVOLUTION

Through 1998, the District managed motorized use under two separate travel plans, one for the Wallace Ranger District and one for Fernan. In the context of the present analysis, these are referred to as the **1998 Travel Plans**. A review of these travel plans indicated several inconsistencies in strategy and management objectives. The Forest Service 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 Table DN-1.

**Table DN-1. Summary of motorized routes available for use under the 2001 Travel Plan as amended.**

	Miles available to full-size vehicles	Miles available to 4-WD vehicles	Miles available to ATVs	Miles available to motorcycles
<u>Roads</u> designated for <i>shared</i> motorized uses with no seasonal restrictions	1,095	1,095	1,095	1,095
<u>Roads</u> designated for <i>shared</i> motorized uses with a variety of seasonal restrictions	85	85	85	85
<u>Trails</u> designated for motorized uses with no seasonal restrictions	0	0	136 <i>(shared with motorcycles)</i>	359 <i>(includes 136 miles shared with ATVs)</i>
<u>Trails</u> designated for motorized uses with a variety of seasonal restrictions	0	0	154 <i>(shared with motorcycles)</i>	162 <i>(includes 154 miles shared with ATVs)</i>
<b>Total miles available for use</b>	1,180	1,180	1,470	1,701

### 2.4. 2005 COURT ORDER

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 (NEPA). An Idaho District Court ruling (hereafter referred to as the **2005 Court Order**) dated March 31, 2005 (Case No. CV 03-344-N-EJL, The Lands Council v. Swick and USDA; Project File Doc. PIC-03) directed the Forest Service to develop a Travel Plan consistent with 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 2001 Travel Plan as amended.

### 2.5. 2005 TRAVEL RULE

On December 9, 2005 the Forest Service finalized the **Travel Management - Designated Routes and Areas for Motor Vehicle Use - Final Rule**, 36 CFR 212, 251, and 261 (hereafter referred to as the **2005 Travel Rule**). This new national rule (Project File Doc. PIC-68) requires each national forest to designate routes, trails and areas suitable for use by motorized vehicles, and precludes motorized travel off these routes or outside these 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. Activities exempt from the 2005 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).

## 2.6. PURPOSE AND NEED FOR THE PROPOSAL

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. Unfortunately, the growth in use of off-road vehicles and their increasing ability to travel in rougher terrain has outpaced the development of management strategies for them. While most riders use their off-road vehicles responsibly, the damage from growing cross-country travel is increasing. The increase of unauthorized trails, noxious weed spread, soil erosion, wildlife displacement, wildlife habitat damage, and stream damage are some of the issues associated with irresponsible use of off-road vehicles. The Travel Plan Project is needed to address these concerns, and to comply with direction under the 1987 Forest Plan, 2005 Court Order, and 2005 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 nonmotorized 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.*

## 2.7. PUBLIC INVOLVEMENT AND ALTERNATIVE DEVELOPMENT

### *Early Collaboration*

The Travel Plan Project Team (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, using a variety of tools (a full description of the activities and methods used in working with the public is described in the EA, Appendix A).

Early collaboration allowed people interested in travel planning on the Coeur d'Alene River Ranger District to share information and identify concerns that would be considered by the Team in developing a proposal to address the purpose and need. Developing the travel management proposal was a fairly formidable undertaking. There are endless permutations of designated route systems 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 (one for the Wallace side and one for the Fernan side), or 2) the 2001 Travel Plan as amended for the Coeur d'Alene River Ranger District.

The 1998 Travel Plans reflected 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 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 designated routes.

The purpose of the 2001 Travel Plan as amended was 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 compliance 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. Although it was developed prior to the 2005 Travel Rule, the 2001 Travel Plan as amended is generally consistent with the tenets of the new rule, including a prohibition against cross-country motorized use. 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-03). With these considerations in mind, **the 2001 Travel Plan as amended was selected as the "Starting Option."**

### ***Modifications to the Starting Option***

The Team reviewed the 2001 Travel Plan as amended and associated travel plan map to determine if any subsequent project NEPA decisions or mapping errors warranted changed route designations. The review led to adjustments on 16 routes or route segments; these adjustments were incorporated into the Starting Option (for an explanation of the adjustments, refer to Attachment B).

As modified, the Starting Option was used as a tool for opening dialogue with other agencies and interested publics. An open-house meeting was held on April 27, 2006, in Coeur d'Alene, Idaho, to introduce the Travel Plan Project and provide an overview of the travel planning process. Two open-house meetings (one in Coeur d'Alene and one in the Silver Valley) were later held to work with 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. Another open house meeting was held to give feedback to those who proposed changes to the Starting Option.

These collaborative efforts resulted in 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. Proposed changes that were compatible with the screening criteria were used to refine the Starting Option (leading to the Proposed Action) and did not require development of a separate alternative. Those which were not consistent were dropped from further consideration (EA, Section 2.B.1, p. EA-10 and Appendix E). Further discussion of the proposal identification and screening process is provided in the EA (Section 2.A.3, pp. EA-7 through EA-9). For further information regarding this collaborative process, refer to the EA (Appendix A, p. A-4).

### ***Alternatives Considered in Detail***

Two alternatives were considered in detail: the Proposed-Action Alternative and a No-Action Alternative. The Council on Environmental Quality (CEQ) regulations (40 CFR 1502.14[d]) require that a No-Action Alternative be analyzed, even if it does not fully meet the purpose and need for a project. For this particular project, the No-Action Alternative reflects access management under the 1998 Travel Plans, which represent the last authorized District travel management strategies prior to 2001 (EA, p. EA-13). 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.

## Scoping

In March 2007, a scoping letter was sent 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, development of the proposed action, and specific changes in travel management under the Proposed-Action Alternative (PF Doc. PIC-57). A map set that displayed motorized routes and proposed changes was also made available. Information on how to comment during the scoping period was provided, as were the project schedule and other related information.

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.

Based on review of the comments, the Team and Responsible Official determined there were no new issues that would require developing another full alternative. However, there were areas of concern for some resources that are sensitive to travel planning decisions. These include recreation, wildlife, noxious weeds, and aquatic concerns. The No-Action and Proposed-Action Alternatives were both evaluated in terms of these areas of concern (EA, Chapter 3).

## 3. DESCRIPTION OF THE SELECTED ALTERNATIVE

### 3.1. OVERVIEW OF THE SELECTED ALTERNATIVE

As stated earlier, the Proposed-Action Alternative (with the minor modifications identified in Attachment B) is the Selected Alternative. It was designed to provide a diversity of motorized travel opportunities with reasoned consideration for nonmotorized uses and the needs of forest resources such as water quality, fish and wildlife habitat, and rare plants. This alternative represents the culmination of the Team's consideration of the motorized and nonmotorized use designations proposed by the public, responsiveness to the purpose and need, and the effects analysis demonstrating compliance with the Forest Plan. The following table provides a summary of the total miles of motorized routes available under the Selected Alternative, by vehicle class (vehicle class terminology is provided on page ii). Specific routes designated for motorized use are identified in Attachment D and displayed on the 5-map set enclosed with this Decision Notice.

Table DN-2. Summary of motorized routes available under the Selected Alternative.

	Miles available to full-size vehicles	Miles available to four wheel-drive vehicles (4-WDs)	Miles available to ATVs	Miles available to motorcycles
<b>Roads</b> designated for shared motorized uses with no seasonal restrictions	1,092	1,092	1,092	1,092
	<i>All miles are shared with other vehicles and nonmotorized uses.</i>			
<b>Roads</b> designated for shared motorized uses from May 25 through September 7	64	64	64	64
	<i>All miles are shared with other vehicles and nonmotorized uses.</i>			
<b>Trails</b> designated for motorized uses with no seasonal restrictions <sup>(1)</sup>	0	35 <i>(all shared with ATVs and motorcycles)</i>	160 <i>(125 miles shared with motorcycles, 35 miles with 4-WD vehicles)</i>	339 <i>(179 miles designated for exclusive use, 160 miles of shared use)</i>
<b>Trails</b> designated for motorized uses from April 1 through September 7 <sup>(1)</sup>	0	10 <i>(all shared with ATVs and motorcycles)</i>	153 <i>(143 miles shared with motorcycles, 10 miles with 4-WDs and motorcycles)</i>	153 <i>(143 miles shared with ATVs, 10 miles with 4-WDs and ATVs)</i>
<b>Total miles available for use</b>	1,156	1,201	1,469	1,648

<sup>(1)</sup> Laverne Creek ATV Project will result in an additional 9 miles of trail available to ATVs and motorcycles, as discussed in Section 3.2 (Specific Changes in Route Designations, page DN-8).

### 3.2. FEATURES OF THE SELECTED ALTERNATIVE

#### *Cross-country Travel*

Under the Selected Alternative, motor vehicle use off designated roads and trails (cross-country travel) is prohibited across the District, including travel on unauthorized roads, user-created routes, and in specific areas where restricted by order of the Forest Supervisor (36 CFR 261.13). A Motor Vehicle Use Map (MVUM) will be published displaying those roads and trails designated for motor vehicle use. While there will be signs installed to supplement the map, once issued the MVUM is the principle enforcement tool for motor vehicle regulations. In other words, if the route is not shown on the MVUM, public motorized uses are not allowed on the route except by special use permit.

#### *Access to Dispersed Sites*

Under the Selected Alternative, off-route motorized travel for access to existing dispersed campsites and incidental parking is provided and consistent with the direction outlined in the 2005 Travel Rule (36 CFR 212.51 [b]): "In designating routes, the responsible official may include in the designation the limited use of motor vehicles within a specified distance of certain designated routes, and if appropriate within specified time periods, solely for the purposes of dispersed camping..."

The EA specifically addressed off-road travel by motorized vehicles to dispersed sites (EA, Section 2.B.2, pp. EA-10, 11), but did not address off-trail motorized use. Comments from the public (Attachment A, Section F) resulted in additional consideration to the trails issue. The Team provided the following clarifications:

- *motorized use off designated roads will be limited to 300 feet for access to existing dispersed camping or incidental parking sites*
- *motorized use off designated trails will be limited to 100 feet for access to existing dispersed camping or incidental parking sites*

The exception will be in site-specific locations where orders with restrictions (per 36 CFR 261) have been drafted to address issues such as violations of the 14-day camping limit; motorized access or camping-related damage to forest resources; and compliance with Forest Service direction to protect Research Natural Areas (RNAs), sensitive vegetation, fragile riparian areas, or other unique features. Sites where access to or use of dispersed sites are 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 milepost 2). Hayden Lake exceeds State water quality standards for nutrients; human waste along the stream bottoms is a concern for water quality, fish spawning, and fish-rearing habitat.*

- *Road 438, Beauty Creek Road (from the forest boundary to milepost 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 RNAs, dedicated to the study of natural ecosystem processes. Dispersed camping is not a compatible use of these areas:

- *Upper Shoshone Creek RNA, 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.*

Additional 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. Over the long term, the district will inventory the locations, condition, access to and suitability of dispersed campsites as funding becomes available. The goal of this inventory 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.

### ***Seasonal Restrictions***

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 Selected Alternative, 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. For those routes with seasonal restrictions, there will be one common period of time motorized uses are **not allowed on roads**, with a slightly different period of time motorized uses are **not allowed on trails**:

- *For those roads with seasonal restrictions, motorized travel:*
  - WOULD** be allowed from May 22 through September 7;*
  - WOULD NOT** be allowed from September 8 through May 21*
- *For those trails with seasonal restrictions, motorized travel:*
  - WOULD** be allowed from April 1 through September 7;*
  - WOULD NOT** be allowed from September 8 through March 31.*

These standardized dates will contribute toward a better understanding of the rules, and reduce enforcement problems associated with multiple opening and closing dates. Prior to closing and locking gates, seasonally-restricted roads will be patrolled for motorized vehicles and established camps.

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. 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 212.52(b)(2). These restrictions would remain in effect until the road or trail surface hardens enough to prevent damage.

### ***Specific Changes in Route Designations***

Table DN-3 displays those designations that will change under the Selected Alternative in comparison to designations that were in effect under the 2001 Travel Plan as amended (the most recent Travel Plan). It does not display routes for which the designation is not changing. A complete listing of routes designated for motorized use is provided in Attachment D.

**Laverne Creek ATV Project (Roads 931 and 1544):** On December 30, 2008, a decision was signed for the Laverne Creek ATV Project, authorizing implementation of improvements on Roads 931 and 1544 to establish their long-term serviceability as ATV trails (PF Doc. PR-005). Under this decision, the previous designation for ATV use (under the 2001 Travel Plan as amended) will be re-established after improvements to Roads 931 and 1544 are complete and the trail condition meets the appropriate maintenance and safety standards.

Analysis of effects was conducted on a site-specific analysis as documented in the Laverne Creek ATV Project Decision Memo and project file. Activities under the Laverne Creek ATV Project were also considered as a reasonably foreseeable recreation project in the Travel Plan Project's analysis of cumulative effects (EA, Section 3.B, Table EA-6, p. EA-23). Tables DN-2, 4 and 5 in this DN do not reflect the nine additional miles of trail designated for ATV and motorcycle use by the Laverne Creek project. The effect of those additional miles is within the scope of the Travel Plan Project analysis.

If the Laverne Creek ATV Project activities are completed prior to publication of the MVUM, the routes will be shown as designated for ATV/motorcycle use. If not, the change in designation will be reflected on the subsequent MVUM.

**Table DN-3. Changes in motorized use route designations and restrictions affecting motorized travel, from the 2001 Travel Plan as amended to the Selected Alternative.**

Road Number	Designation Under The 2001 Travel Plan As Amended	Designation Under the Selected Alternative
Trail 6	motorcycles (no seasonal restriction)	nonmotorized only
Trail 14	motorcycles (no seasonal restriction)	nonmotorized only
Trail 14A	motorcycles (no seasonal restriction)	nonmotorized only
Trail 133	motorcycles (no seasonal restriction)	4-wheel drives (no seasonal restrictions)
Trail 151	ATVs (Memorial Day - Labor Day weekends)	ATVs (April 1 through September 7)
Trail 153	motorcycles (no seasonal restriction)	nonmotorized only
Road 205, from its' junctions with Roads 332, 903	ATVs (no seasonal restrictions)	full-size vehicles (no seasonal restriction)
Trail 227	motorcycles (seasonally)	nonmotorized only
Trail/Road 236	ATVs (Memorial Day - Labor Day weekends)	ATVs (April 1 through September 7)
Road 240, from its' junctions with Trail 452, Road 3099	decommissioned	motorcycles (no seasonal restrictions)
Trail 257	motorcycles (seasonally)	nonmotorized only
Road 258UL	administrative use only	ATVs (April 1 through September 7)
Trail/Road 270, from its' junctions with Roads 270/978, and 979	ATVs (Memorial Day - Labor Day weekends)	4-wheel drives (April 1 through September 7)
Trail 323	motorcycles (no seasonal restriction)	nonmotorized only
Trail 325	motorcycles (no seasonal restriction)	nonmotorized only
Trail/Road 343	ATVs (Memorial Day - Labor Day weekends)	4-wheel drives (April 1 through September 7)
Road 379UL	administrative use only	ATVs (April 1 through September 7)
Road 413A	full-size vehicles (seasonally restricted)	administrative use only
Trail/Road 413F	ATVs (Memorial Day - Labor Day weekends)	ATVs (April 1 through September 7)
Road 425	full-size vehicles (no seasonal restrictions)	administrative use only
Trail/Road 458	ATVs (Memorial Day - Labor Day weekends)	ATVs (April 1 through September 7)
Trail 502	motorcycles (no seasonal restriction)	nonmotorized only
Road 534SC	administrative use only	full-size vehicles (no seasonal restriction)
Road 616	full-size vehicles (no seasonal restriction)	administrative use only
Trail/Road 623	ATVs (Memorial Day - Labor Day weekends)	ATVs (April 1 through September 7)
Road 625	full-size vehicles (no seasonal restriction)	administrative use only
Road 794, from its' junctions with Roads 1532, 258	administrative use only	full-size vehicles (no seasonal restrictions)
Trail/Road 798	ATVs (Memorial Day - Labor Day weekends)	ATVs (April 1 through September 7)
Road 806	full-size vehicles (seasonally restricted)	full-size vehicles (no restriction)
Road 810	full-size vehicles (seasonally restricted)	administrative use only
Trail/Road 813	ATVs (Memorial Day - Labor Day weekends)	ATVs (April 1 through September 7)

**Table DN-3. Changes in motorized use route designations and restrictions affecting motorized travel, continued.**

Road Number	Designation Under the 2001 Travel Plan as amended	Designation Under the Selected Alternative
Trail/Road 931	ATVs (Memorial Day – Labor Day weekends)	ATVs (April 1 through September 7)
Trail/Road 933, from its' junctions with Roads 1586, 2361	ATVs (Memorial Day – Labor Day weekends)	ATVs (April 1 through September 7)
Road 943A	full-size vehicles (seasonally restricted)	administrative use only
Road 943C	full-size vehicles (seasonally restricted)	administrative use only
Trail/Road 979	ATVs (Memorial Day – Labor Day weekends)	4-wheel drives (April 1 through September 7)
Trail 990	ATVs (Memorial Day – Labor Day weekends)	nonmotorized use only
Trail/Road 999	ATVs (Memorial Day – Labor Day weekends)	ATVs (April 1 through September 7)
Trail/Road 1505	ATVs (Memorial Day – Labor Day weekends)	ATVs (April 1 through September 7)
Trail/Road 1516	ATVs (Memorial Day – Labor Day weekends)	ATVs (April 1 through September 7)
Road 1521, from its' junctions with Roads 323, 1521D	full-size vehicles (seasonally restricted)	full-size vehicles (no seasonal restrictions)
Road 1521C	full-size vehicles (seasonally restricted)	administrative use only
Road 1521D	full-size vehicles (seasonally restricted)	administrative use only
Trail/Road 1525	ATVs (no seasonal restrictions)	4-wheel drives (no seasonal restrictions)
Road 1532, from its' junctions with Roads 794 and 425	administrative use only	full-size vehicles (no seasonal restrictions)
Trail/Road 1544	ATVs (Memorial Day – Labor Day weekends)	ATVs (April 1 through September 7)
Trail/Road 1560, from its' junctions with Roads 258, 1550	ATVs (no seasonal restrictions)	ATVs (no seasonal restrictions)
Road 1560, from its' junctions with Roads 1550, 794	full-size vehicles (no seasonal restriction)	4-wheel drive (no seasonal restrictions)
Trail/Road 1560 (Spur Roads)	ATVs (no seasonal restrictions)	administrative use only
Road 1569A	full-size vehicles (seasonally restricted)	administrative use only
Road 1569E	full-size vehicles (seasonally restricted)	administrative use only
Road 1573 and 1573A	administrative use only	ATVs (April 1 through September 7)
Road 1590, from its' junction with Roads 1532 and 258	administrative use only	ATVs (no seasonal restrictions)
Trail/Road 1586	ATVs (Memorial Day – Labor Day weekends)	ATVs (April 1 through September 7)
Road 1604UH	administrative use only	ATVs (no seasonal restrictions)
Road 1604UC	administrative use only	ATVs (no seasonal restrictions)
Trail/Road 1605	ATVs (Memorial Day – Labor Day weekends)	ATVs (April 1 through September 7)
Trail/Road 1606	ATVs (Memorial Day – Labor Day weekends)	ATVs (April 1 through September 7)
Trail/Road 1606C	ATVs (Memorial Day – Labor Day weekends)	ATVs (April 1 through September 7)
Road 2302	full-size vehicles (no seasonal restrictions)	administrative Use Only
Trail/Road 2318	ATVs (Memorial Day – Labor Day weekends)	ATVs (April 1 through September 7)
Trail/Road 2320	ATVs (Memorial Day – Labor Day weekends)	ATVs (no seasonal restrictions)
Trail/Road 2334	ATVs (Memorial Day – Labor Day weekends)	ATVs (April 1 through September 7)
Road 2337	administrative use only	4-wheel drives (no seasonal restrictions)

Table DN-3. Changes in motorized use route designations and restrictions affecting motorized travel, continued.

Road Number	Designation Under the 2001 Travel Plan as amended	Designation Under the Selected Alternative
Road 2339	ATVs (no seasonal restrictions)	4-wheel drives (no seasonal restrictions)
Road 2340	full-size vehicles (no seasonal restrictions)	ATVs (no seasonal restrictions)
Road 2346	full-size vehicles (no seasonal restrictions)	administrative use only
Road 2358A	administrative use only	ATVs (no seasonal restrictions)
Road 2358AUC	administrative use only	ATVs (no seasonal restrictions)
Trail/Road 2359, 2359A	ATVs (Memorial Day - Labor Day weekends)	ATVs (April 1 through September 7)
Road 2392	administrative use only	ATVs (April 1 through September 7)
Roads 3001, 3001A, 3001C, and 3001D	administrative use only	ATVs (no seasonal restrictions)
Trail/Road 3014	ATVs (Memorial Day - Labor Day weekends)	ATVs (April 1 through September 7)
Road 3025UA	administrative use only	4-wheel drives (no seasonal restrictions)
Road 3025UD	administrative use only	4-wheel drives (no seasonal restrictions)
Road 3025UDE	administrative use only	4-wheel drives (no seasonal restrictions)
Trail/Road 3094	ATVs (Memorial Day - Labor Day weekends)	ATVs (April 1 through September 7)
Trail/Road 3093	ATVs (Memorial Day - Labor Day weekends)	ATVs (April 1 through September 7)
Trail/Road 3098	ATVs (Memorial Day - Labor Day weekends)	ATVs (April 1 through September 7)
Trail/Road 6001 (Bunco By-pass)	ATVs (Over-snow machine-use only from December 15 - March 31)	ATVs (April 1 through September 7)
Road 6300	full-size vehicles (seasonally restricted)	administrative use only
Trail/Road 6323	ATVs (Memorial Day - Labor Day weekends)	ATVs (April 1 through September 7)
Trail/Road 6328 and 6328A	ATVs (Memorial Day - Labor Day weekends)	ATVs (April 1 through September 7)
Trail/Road 6514, from its' junction with Road 975 to Hulliman Peak	motorcycles (no seasonal restriction)	ATVs (no seasonal restrictions)
Trail/Road 6523	ATVs (Memorial Day - Labor Day weekends)	ATVs (April 1 through September 7)
Road 6531AUA	administrative use only	4-wheel drives (no seasonal restrictions)
Trail/Road 6623	ATVs (Memorial Day - Labor Day weekends)	ATVs (April 1 through September 7)
Trail/Road 6728	ATVs (no seasonal restrictions)	4-wheel drives (no seasonal restrictions)
Trail/Road 6736	motorcycles (no seasonal restriction)	nonmotorized only

### 3.3 IMPLEMENTATION

#### *Publication of a Motor Vehicle Use Map*

Publication of a Motor Vehicle Use Map (MVUM) is the first step in implementing this Travel Plan decision. The MVUM will be based on the set of five Selected Alternative maps that accompany this decision. The map will comply with specific agency-wide design criteria established under the 2005 Travel Rule, governing content, presentation and data. Any required mixed use analysis (FSM 7715.77) will be completed prior to issuance of the MVUM. The MVUM will only display those roads and trails designated for motorized use, specifying vehicle class and, where appropriate, seasons of use. The MVUM is not intended to convey other visitor information (such as trails for nonmotorized uses, campgrounds, picnic areas, and historic sites). Forest visitor maps will still be available to provide that information.

The MVUM for the Coeur d'Alene River Ranger District is expected to be available to the public in 2009. As directed by the 2005 Travel Rule, the MVUM will be free to the public, and will be available in both printed copy (black and white) and electronic format (on the Idaho Panhandle National Forests' website). The Forest Service will distribute copies to the public by mail, at appropriate Forest Service and other agency offices, at locations providing visitor information, and through interested user groups.

**The MVUM is the principal enforcement tool for motor vehicle regulations.** Forest visitors will need the MVUM to ensure they are traveling on appropriate routes, regardless of whether or not there are signs or closure devices evident on the route.

#### *Engineering*

Although the MVUM is the definitive tool in travel access, signing consistent with the national standard will be installed as appropriate to indicate routes for motorized uses. Signs may:

- *Reinforce designations with route markers, guide/safety signs, and reassurance markers*
- *Reinforce designations by vehicle class and time of year, as appropriate*
- *Reinforce the prohibition regarding motor vehicle use off the designated system*
- *Inform visitors about the MVUM*
- *Inform visitors about orders related to short-term or emergency restrictions*

The Forest Service will continue to use closure devices (such as gates, barriers, or berms) to augment route closures, but the MVUM is still the principal enforcement tool for motor vehicle regulations, as discussed above.

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.

The District performs condition surveys on designated roads and trails on a rotating cycle. This assures that every designated route is monitored at least once every five years. Condition information and maintenance needs are entered into the INFRA database, and used to prioritize annual maintenance. Maintenance will be conducted in accordance with the Forest Plan and Idaho Forest Practices Act, including Best Management Practices and Soil Water Conservation Practices (EA, Section 3.F.6, p. EA-139).

#### *Route Maintenance Partnerships*

In addition to appropriated maintenance funding, cooperative efforts by commercial forest users, volunteer groups, the State of Idaho, and others help to maintain roads and trails. 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. Of the 75 people who indicated interest, many already support trail maintenance efforts through organized recreation groups. They will be contacted to develop plans for cooperative trail maintenance for the following season.

## ***Education and Information***

Implementation of the Travel Plan will take concentrated education efforts with the public. A comprehensive information and education program will be initiated to promote public understanding and voluntary compliance. Specific components of the information and education efforts include:

- *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 by Forest Service employees in the field*

## ***Enforcement***

Forest Service law enforcement personnel play a critical role in ensuring compliance with laws and regulations, protecting public safety, and protecting national forest resources. The Forest Service also maintains cooperative relationship with county and local law enforcement agencies that provide mutual support across jurisdictional boundaries. Enforcement will be made easier with the regulatory prohibition of cross-country travel, standardization of seasonal closure periods, and availability of the MVUM, supplemented by signage.

Penalties for violations of prohibitions are Class B misdemeanors, which are punishable by a prison term of up to six months (18 USC 3559[a][7]; 36 CFR 261.1b), and a \$5,000 maximum fine (18 USC 3571[3]; 18 USC 3571[b][6]). Restitution may also be required for violations involving environmental damage (18 USC 3663A).

## **3.4 MONITORING**

Field monitoring for public understanding of and compliance with new regulations will be an important component of implementation. The 2005 Travel Rule requires that the effects of motor vehicle use be monitored consistent with the Forest Plan, as appropriate and feasible (36 CFR 212.57). The District currently provides field monitoring through law enforcement officers, forest protection officers, and other field-going employees. 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. Specific monitoring (described in Attachment C) 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).*

Designations may be revised as needed to meet changing conditions, in accordance with the requirements for public involvement in 36 CFR 212.52; the requirements for coordination with governmental entities in 36 CFR 212.53, and the criteria in 36 CFR 212.55. The revisions are to be reflected on the MVUM pursuant to 36 CFR 212.56 of the 2005 Travel Rule.

### 3.5 REVISION

The designations identified on the MVUM are not permanent. Unforeseen environmental impacts, changes in public demand, route reconstruction or construction, management of multiple resources, and monitoring results may lead the Forest Service to consider revising designations. This will give the Forest Service the capability to manage for changed conditions and consider public comment regarding future motorized uses and opportunities.

The Forest Service will review the MVUM annually. If changes in designation warrant, the MVUM will be republished pursuant to 36 CFR 212.54. 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 may require additional or supplemental NEPA analysis, including public involvement (EA, Appendix D).

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 should spring snowmelt conditions occur late in the season, resulting in the potential for vehicle use to cause excessive damage to road or trail surfaces, or for other emergency situations (such as wildfires).

## 4. DECISION RATIONALE

The decision to implement the Selected Alternative is based on three criteria:

- *the extent to which the alternatives address the purpose and need*
- *the effects of the alternatives on other resources*
- *consistency with Forest Service policy and legal mandates*

For each of these criteria, a comparison is provided between the Selected Alternative, 2001 (existing) Travel Plan as amended, and No-Action Alternative.

### 4.1. EXTENT TO WHICH THE ALTERNATIVES MEET THE PURPOSE AND NEED

#### ***Purpose 1 of 4: Designate a sustainable motorized route system for public access and recreation travel on the district***

The **Selected Alternative** was designed to provide a sustainable motorized route system. This system incorporates the following features:

- ***The Selected Alternative is based on nearly a decade of experiential knowledge and multiple public involvement opportunities. The development of this system has been a work in progress since 1998, when the Forest Service sought to develop a common motorized travel plan for the Coeur d'Alene River Ranger District. The original analyses documented in the 1998 Travel Plan Environmental Assessment and Supplement and the 2003 Amendment Decision Memo formed the basis for the travel plans that have been in use since 2001. These efforts included significant public involvement and issue analysis, and laid a strong foundation for the current planning effort. For example, the 2001 Travel Plan restricted motorized travel to a designated route system well before the enactment of the 2005 Travel Rule. It also established a core route system with consideration for affects on forest users, public safety and resource values. The District has a large road network, the legacy of a variety of historical forest uses.***

The 1998 and 2003 travel planning efforts made huge strides in shaping a reasonable system of routes for motorized recreation use and forest management needs. These efforts also recognized the shift in types of motorized use, converting existing roads to ATV trails in response to the growing demand (EA, Section 1.B, p. EA-2).

In developing the Selected Alternative, the team was able to further refine the designated system of motorized routes based on current road and trail conditions, effects on other resource values, maintenance capability, partnerships and additional public input. Nearly 200 proposed changes were received from the public and considered along with those arising from the Team's analysis (EA, Appendix A). Some proposals recommended additions to the system, some proposed changes in use restrictions, and some advocated closure of routes. A screening process was used to determine if the change was within the scope of the current analysis and if it was an appropriate fit on the landscape (EA, Section 2.A.3, p. EA-7).

Many proposals did not advance. Some required reconstruction or construction and lacked specific information to analyze effects. Some compromised important wildlife security areas. But others did advance and were incorporated into the Selected Alternative. These proposals led to adjustments that responded to the diversity of motorized and nonmotorized use opportunities, user safety, user conflicts, trail conditions, and application of seasonal restrictions. For example, Proposal 1067 recommended converting existing roads into ATV routes to avoid travel on main roads with full-size vehicles; Proposal 1300 recommended designating several existing routes for use by four-wheel drive vehicles, an opportunity not provided for in the current travel plan; and Proposal 1313 recommended restricting use of some routes previously open to motorized use based on trail conditions or to meet Forest Plan requirements (a change which indirectly increased the number of trails available for nonmotorized use). A complete log of the proposals and their disposition is available in the EA (Appendix E, Table E-3).

The 2005 Travel Rule emphasizes the need for adapting the system over time in response to changing public needs and resource management objectives. This Travel Plan decision is another step in the continuing management and provision of motorized use opportunities across the District.

- ***The Selected Alternative will provide the public with an MVUM that will display roads and trails designated for motorized use (EA, Appendix D, p. D-1).***
- ***The Selected Alternative will include monitoring as a means to identify changes to the system over time; strategies for monitoring issues or implementation features identified as concerns in the Travel Plan analysis are identified in Attachment C.***
- ***The Selected Alternative will provide a core motorized route system for forest management activities and reasonable access for public uses of the forest. Under different authorizations and permits, users will still be able to use designated routes to collect firewood, harvest Christmas trees, conduct mining, grazing and timber harvest operations, and conduct other authorized uses on the district. Access to a network of dispersed and developed campsites is maintained. For big-game security reasons, there would be fewer miles of motorized access available during hunting season (EA, Section 2.B.4, p. EA-14; and Section 3.B, p. EA-24).***
- ***The Selected Alternative will improve public safety by providing motorized recreation use opportunities that separate full-sized vehicles from smaller vehicle classes (EA, Section 2.B.4, Table EA-4, p. EA-14).***
- ***The Selected Alternative will provide a designated route system that can be inventoried and scheduled for periodic condition surveys and maintenance (EA, Section 3.F.5, p. EA-133; Appendix B, p. B-2; and Appendix D, p. D-3).***

The **2001 Travel Plan** as amended provided an array of motorized use opportunities similar to that of the Selected Alternative:

- *Cross-country motorized travel (off designated routes) was already prohibited under the 2001 Travel Plan as amended (EA, Section 2.A.1, pp. EA-5, 6).*
- *The 2001 Travel Plan as amended maintained nearly the same number of miles of roads and trails for full-size vehicles and ATV use as the Selected Alternative.*

The **2001 Travel Plan** as amended differs from the Selected Alternative in that:

- *The 2001 Travel Plan as amended did not designate trails for use by four wheel-drive vehicles.*
- *The 2001 Travel Plan designated more miles of trails for motorcycle use than does the Selected Alternative. Motorcycles were still the only class of vehicle that had routes designated for exclusive use.*

Table DN-4. Summary comparison of total miles available under the 2001 Travel Plan as amended and the Selected Alternative, by vehicle class designation.

	Miles available to full-size vehicles	Miles available to four wheel-drive vehicles	Miles available to ATVs	Miles available to motorcycles
Existing condition (2001 Travel Plan as amended)	1,180	1,180	1,470	1,701
Selected Alternative <sup>(1)</sup>	1,156	1,201	1,469	1,648
<b>Difference in the total miles available for use</b>	-24	+21	-1	-53

<sup>(1)</sup> Laverne Creek ATV Project will result in an additional 9 miles of trail available to ATVs and motorcycles, as discussed in Section 3.2 (Specific Changes in Route Designations, page DN-8).

In comparison to the Selected Alternative:

- *The No-Action Alternative does not provide for a consistent strategy for managing motorized use. It is based on the 1998 Travel Plans (one for the former Wallace Ranger District and one for the former Fernan Ranger District). These were the last authorized plans prior to the 2001 Travel Plan as amended (i.e. the existing condition). Each applied a different strategy for managing motorized use and had different management objectives (EA, Section 1.B, p. EA-2).*
- *The No-Action Alternative did not address the many changed conditions that have occurred over the past decade, such as changes in use patterns, use levels, vehicle types, resource management issues, and user conflicts (EA, Section 2.B.1, p. EA-10).*
- *The No-Action Alternative did not specifically prohibit cross-country motor vehicle travel. Under this alternative roads considered not navigable due to location, physical condition or vegetation encroachment could potentially be used for motorized travel. This was due to the lack of a cross country prohibition and the lack of route-specific restrictions in the 1998 Travel Plans for the Wallace and Fernan Ranger Districts (EA, Section 2.B.3, p. EA-13).*

- ***The No-Action Alternative is not sustainable with current and projected funding and other maintenance partnerships.*** As noted above, many of the roads identified as available for use under this alternative are unsuitable for motorized traffic due to revegetation or other road prism issues. These routes were primarily single purpose for timber harvest or mining access. Upon completion of these activities, there was minimal traffic or maintenance to keep them open; major arterials and connector routes received the maintenance priority. The current practice for managing these roads has been to restrict motorized use and restore the roads to a “hydrologically neutral” condition (EA, Section 3.B, p. EA-21).

***Purpose 2 of 4: Bring the current travel plan into compliance with laws, regulations and other management direction.***

The Selected Alternative was developed within the context of applicable laws, regulations, the Forest Plan and the 2005 Court Order. Specifically:

- ***The Selected Alternative was developed and analyzed using a process documented in the EA and this decision, in compliance with the National Environmental Policy Act, thereby complying with the 2005 Court Order.***
- ***The Selected Alternative identifies routes available for motorized uses and prohibits motorized cross-country travel off designated routes, complying with the 2005 Travel Rule.*** It provides for access to dispersed camping and incidental parking sites within 300 feet of designated roads and 100 feet of designated trails, except where restricted pursuant to 36 CFR 261 (as discussed in Section 3.2 of this decision). The Selected Alternative will result in publication of an MVUM for the Coeur d'Alene River Ranger District, identifying designated roads, trails and areas (see Section 3.3, p. DN-13).
- ***The Travel Plan EA is consistent with Forest Plan management direction and other regulatory standards in its' disclosure of consistency with Forest Plan goals, objectives and direction.*** Of particular note is the provision of a diverse set of motorized recreation experiences in locations and at levels consistent with other forest management goals. Though not substantially different than the current situation (under the 2001 Travel Plan as amended), the changed designations (listed in Table DN-2) will mean that Forest Plan goals for elk habitat potential will be met, and provide managers with some flexibility to adapt to changes in habitat caused by natural events or forest management (EA, Section 2.C.2, Table EA-5, p. EA-17).

In contrast to the Selected Alternative, the **2001 Travel Plan** as amended did not fully comply with NEPA requirements. However, it would be consistent with the 2005 Travel Rule and the Forest Plan.

The **No-Action Alternative** would comply with the 2005 Court Order, but would not be fully compliant with the 2005 Travel Rule or the Forest Plan. For example:

- ***The No-Action Alternative provides a limited response to the Forest Plan goal of providing a variety of dispersed recreation opportunities.*** No routes would be designated for four wheel-drive vehicle use. Routes available for ATV use would be limited to open to full-size vehicles and approximately 23 miles that was previously designated by the 1998 Travel Plan for use by vehicles less than 50 inches wide (EA, Section 2.B.3, Table EA-2, p. EA-13).
- ***The No-Action Alternative does not meet the Forest Plan standard for elk habitat potential (see Table DN-7).***
- ***The No-Action Alternative does not specifically prohibit cross-country motorized use (EA, Section 2.B.3, p. EA-14).***

***Purpose 3 of 4: Provide a diversity of motorized and nonmotorized opportunities while balancing the needs of forest resources, such as water quality, fish and wildlife habitat, and rare plants.***

The **Selected Alternative** was developed to provide a diversity of motorized and nonmotorized opportunities in balance with other resource values. Specifically:

- ***The Selected Alternative provides a diverse range of recreational motorized use opportunities.*** *The Selected Alternative designates a variety of opportunities for full-size vehicles, four wheel-drive vehicles, ATVs, and motorcycles, providing motorized access to many parts of the District, establishing loop travel opportunities, and providing opportunities to separate full-size vehicles from smaller recreational vehicles (EA, Section 3.C.6, pp. EA-36 through EA-38). The Selected Alternative indirectly increases the opportunities for nonmotorized trail use (EA, Section 2.B.2, p. EA-12); these opportunities were created when motorized use restrictions became necessary in response to resource management issues or to comply with Forest Plan standards. The amount of area classified as “semi-primitive nonmotorized” increases accordingly, providing more opportunities for those seeking a sense of solitude (see Table DN-6).*
- ***The Selected Alternative can be implemented consistent with Forest Plan goals and objectives for other forest resources.*** *Each of the nearly 200 proposed changes to the Starting Option was screened against multiple criteria, including Forest Plan consistency and other resource management objectives (EA, Section 2.A.3, pp. EA-7 through EA-9). The total motorized route system was then analyzed against potential issues. The predicted effects are consistent with the requirements of applicable laws, regulations and policies (EA, Sections 3.C.8, 3.D.8, 3.E.6 and 3.F.6). In addition to recreation, other resource areas that would be affected by changes in motorized use include wildlife, water quality and fish, and noxious weeds (EA, Section 2.A.4, p. EA-9). Relative to these values:*
  - ♦ **The Selected Alternative will meet the Forest Plan goal and objective for managing elk habitat potential and providing for big-game security areas** (EA, Section 3.D.7, Table WL-17, p. EA-81; and Section 3.D.8, Table WL-24, p. EA-90).
  - ♦ **The Selected Alternative is consistent with the Forest Plan standards for wildlife, plants, and aquatic resources, and complies with the requirements of the Endangered Species Act for listed species** (EA, Section 3.D.7(H), p. EA-89; 3.E.5(C), Table TES-3, p. EA-107; and Section 3.F.5, p. EA-135).
  - ♦ **The Selected Alternative complies with Forest Plan direction for water quality and fish habitat, and meets the Clean Water Act** (EA, Section 3.F.6, pp. 137, 138).
  - ♦ **The Selected Alternative would meet the intent of the Forest Plan for noxious weeds management** based on implementation of provisions for minimizing weed spread (EA, Section 3.E.6, p. EA-107).

*Effects to other resources are also consistent with the requirements of applicable laws, regulations and policies, as described in Section 4.3 of this DN (p. DN-27) and in EA Appendix B.*

In comparison to the Selected Alternative, the **2001 Travel Plan** as amended would provide similar recreation opportunities and have similar effects upon other resource values. As previously discussed, a notable exception is that the 2001 Travel Plan did not specifically designate motorized trail opportunities for four wheel-drive vehicle use.

In comparison to the Selected Alternative:

- *The No-Action Alternative would provide less diversity of motorized and nonmotorized use opportunities than the Selected Alternative. This alternative would not provide designated routes for four wheel-drive vehicles. ATV use would be limited to roads designated for full-size vehicle use and roads designated by the 1998 Travel Plan for use by vehicles less than or equal to 50 inches wide (EA, Section 2.B.3, Table EA-2, p. EA-13; Section 2.C.1, p. EA-16; and Section 3.C.7(B), p. EA-41).*
- *The No-Action Alternative would not meet or move toward the goal for elk habitat potential established by the Forest Service in cooperation with Idaho Department of Fish and Game, as directed by the Forest Plan (EA, Section 3.D.7(E), p. EA-80; Section 3.D.8, Table WL-24, p. EA-90).*
- *The No-Action Alternative would have a greater adverse effect on the quality of habitat for gray wolves than the Selected Alternative (EA, Section 3.D.7(E), p. EA-77).*
- *The No-Action Alternative would have a higher potential for direct effects to rare plants and a greater potential for spreading noxious weed seed and plant parts by vehicles. Implementation would affect approximately twice the acreage in each rare plant guild as the Selected Alternative (EA, Section 3.E.5(B), p. EA-103).*
- *The No-Action Alternative would have a higher probability of contributing sediment to streams and adversely affecting beneficial uses. Under the No-Action Alternative, roads considered not navigable or restricted to administrative use under the 1998 Travel Plan could potentially be used for motorized travel, as explained under "Purpose 1 of 4." The potential would exist for the continued use or creation of routes in riparian areas. The No-Action Alternative would consist of more miles of routes designated for motorized use in riparian areas than under the Selected Alternative (EA, Section 3.F.5, p. EA-129). The effects analysis predicts that the No-Action Alternative could produce a sediment yield of 2,953 tons/year more sediment than the Selected Alternative, potentially affecting spawning habitat and food sources for fish (EA, Section 3.F.5, p. EA-129).*

***Purpose 4 of 4: Identify the types of use and restrictions associated with each designated motorized use.***

The Selected Alternative clearly identifies route locations, vehicle classes, and use restrictions that would be authorized under this decision (Attachment D):

- *The Selected Alternative addresses four vehicle classes, including full-size, four wheel-drive vehicles, ATVs and motorcycles. The term "Road" is applied to any routes designated for full-size vehicle use, with the term "trail" applied to any route designated for recreational use of four wheel-drive vehicles, ATVs or motorcycles (EA, Section 2.B.2, p. EA-12).*
- *The Selected Alternative applies seasonal-use route restrictions where appropriate to manage the affect of motorized use on other forest resource values. For those roads with seasonal restrictions, motorized travel would not be allowed from September 8 through May 21. For those trails with seasonal restrictions, motorized travel would not be allowed from September 8 through May 31. For all designated routes, if the potential exists for surface damage due to spring snow-melt conditions, temporary use restrictions would be put into effect (Seasonal Restrictions, p. DN-8; and EA, Section 2.B.4, p. EA-14).*

In comparison to the Selected Alternative, the **2001 Travel Plan** as amended provided less vehicle class diversity and was less flexible with regard to seasonal use restrictions:

- *The 2001 Travel Plan did not designate routes for four wheel-drive vehicles (which were restricted to using roads open to all vehicle classes).*
- *The 2001 Travel Plan did not recognize the existence or address the use of UTVs.*
- *The 2001 Travel Plan applied a “one size fits all” philosophy in regard to restriction of motorized vehicles on roads and trails in the spring (from the beginning of Memorial Day weekend), regardless of ruts caused by vehicles or the potential for surface disturbance.*

The **No-Action Alternative** would provide the least amount of vehicle class diversity, and would apply multiple seasonal use restrictions to specific routes across the District (EA, Section 2.B.3, p.EA-13). Under the No-Action Alternative:

- *The No-Action Alternative would restrict public motorized use to full-size vehicles, vehicles less than or equal to 50 inches wide (i.e. ATVs) and motorcycles.*
- *The No-Action Alternative would restrict ATV use to 23 miles of routes designated for ATVs plus routes designated for use by all vehicle classes.*
- *The No-Action Alternative would implement seasonal restrictions on motorized use during one of five defined time periods – three based on calendar months (December 1-March 31, April 15-June 30, and April 1-June 30) and two based on hunting seasons (roads designated for full-size vehicle use were restricted from 7 days prior to the opening of center fire-rifle season to the end of the season; trails designated for motorcycle use were restricted from October 1-May 31, which is 7 days prior to the opening of center fire-rifle season to the end of the season).*

## **4.2. EFFECT OF THE ALTERNATIVES ON OTHER RESOURCES**

The following provides a summary of the effects under the Selected Alternative in comparison to the No-Action Alternative and, where appropriate, the 2001 (existing) Travel Plan as amended. This section is not a substitute for the detailed disclosure of environmental consequences provided in Chapter 3 of the EA. It is intended to provide a District-wide overview and may not be indicative of effects that could occur in specific areas of the District (for example, specific elk habitat units or subwatersheds).

### ***Recreation Concerns***

Two measures are used to assess effects of designated routes for motorized access (EA, Section 3.C.5, p. EA-34): miles of trails designated for motorized vehicle use (by type of vehicle and season of use); and acres allocated to each Recreation Opportunity Spectrum (ROS) setting. The ROS is a system for planning and managing recreation resources, recognizing recreation activity opportunities, recreation settings, and recreation experiences along a spectrum or continuum ranging from primitive, with no motorized uses, to urban, which is highly motorized (EA, Section 3.C.5, p. EA-34).

Table DN-5. Comparison of trail miles designated for motorized use, by trail class.

Motorized Trail Class	No-Action Alternative (miles)	Existing Condition - 2001 Travel Plan as amended (miles)	Selected Alternative (miles)
Four wheel-drive vehicles (all shared with ATVs and motorcycles)	0	0	45
ATVs <sup>(1)</sup> (all shared with motorcycles)	23	290	268
Motorcycles (exclusive use)	274	231	179
<b>Total</b>	<b>297</b>	<b>521</b>	<b>492</b>

<sup>(1)</sup> Laverne Creek ATV Project will result in an additional 9 miles of trail available to ATVs and motorcycles, as discussed in Section 3.2 (Specific Changes in Route Designations, page DN-8).

Table DN-6. Comparison of acres in each Recreation Opportunity Spectrum setting on the Coeur d'Alene River Ranger District.

ROS Setting	Existing Condition - 2001 Travel Plan as amended (acres)	Selected Alternative (acres)
Primitive	0	0
Semi-primitive, nonmotorized	56,000	72,000
Semi-primitive, motorized	79,000	63,000
Roaded, natural	225,000	225,000
Roaded, modified	347,000	347,000
Rural	25,000	25,000
Urban	0	0

If the **No-Action Alternative** were selected for implementation, there would be no trails designated for four wheel-drive vehicles, and only a limited amount for ATV use. If four wheel-drive vehicles meet the State of Idaho standards for operation on public roads, they could use the road system designated for use by full-size vehicles. This would not meet the expressed desires of this group to have access to routes that challenge their skills and equipment.

The potential for mixed-use conflicts between ATVs and full-size vehicles would be very high under the No-Action Alternative. Routes designated for ATV use would be limited to the roads that were open to all motorized vehicles and the 23 miles of road that were designated under the 1998 Travel Plans for use by vehicles equal to or less than 50 inches wide. ATV and motorcycle operators who choose to use roads open to full-size vehicles would have to adhere to state motor vehicle operator requirements for public roads.

The **Selected Alternative** will feature a 1,092-mile road system maintained for full-size vehicles, providing access to all developed recreation sites and many dispersed sites. The reasonably well-located road system will allow the public to visit much of the Coeur d'Alene River Ranger District by roads. The designated road system will increase separation of full-size vehicles from smaller vehicles through establishment of connections between trail systems and roads designated for full size vehicle use. The Selected 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.

The Selected Alternative will increase the total miles of available trail over that of the No-Action Alternative, but slightly less than that provided under the existing situation (2001 Travel Plan as amended). This is due to changes based on public comments and mitigation of effects on other resources, such as:

- *Addressing damage that could not be managed effectively through trail maintenance (for example, on Chilco Mountain Trails 14 and 14a, and Bear Creek Trail 323)*
- *Restricting trail use to contribute toward meeting the Forest Plan goals for wildlife security and retaining some management flexibility to adapt to changes in habitat due to natural events or future forest resource management needs (for example, motorized uses are restricted on Lost Creek Trail 153, Hat Creek Trail 502, Lamb Peak Trail 325, and Trails 227 and 257 in the Pleasant Creek Area)*
- *Removing trails that are not being used by the public (for example, Trail 6, which is a dead-end route in the bottom of Experimental Draw)*

The Selected Alternative indirectly responds to comments received for nonmotorized trail use opportunities close to populated areas. Even though the scope of this project is focused on designation of motorized use routes, some proposed changes have indirectly resulted in route designations for nonmotorized uses (for example, Lamb Peak Trail 325 and Pleasant Creek Trails 227 and 257). The corresponding effect of the Selected Alternative on the ROS settings is a decrease in the acres classified as "semi-primitive motorized," and an increase in the "semi-primitive nonmotorized" acres (EA, Section 3.C.6, Figure REC-11, p. EA-38). In essence, individuals seeking a sense of solitude and quiet when they visit the Coeur d'Alene River Ranger District should find those experiences easier to locate, especially on trails close to populated areas.

### ***Wildlife Concerns***

**Threatened and Endangered Wildlife:** The analysis of potential effects addressed two species listed by the U.S. Fish and Wildlife Service as threatened or endangered: Canada lynx and gray wolf (PF Doc. WL-R275, PF Doc. WL-185). Based on the determination in the Northern Rockies Lynx Management Direction Final Environmental Impact Statement and Record of Decision, motorized traffic on forest roads does not pose a threat to the Canada lynx outside the winter season. Because there are no Lynx Analysis Units on the Coeur d'Alene River Ranger District, the Biological Assessment completed for the Selected Alternative determined that there would be no effect to Canada lynx (PF Doc. WL-185). Clarification regarding lynx is provided in Attachment B.

According to IDFG, three wolf packs have been documented on the Coeur d'Alene River Ranger District (<http://fishandgame.idaho.gov/cms/wildlife/wolves/manage/08report/pan.pdf>). Effects to the grizzly bear and gray wolf are directly related to the miles of roads and trails designated for motorized use, so the No-Action Alternative would have a greater adverse effect on these two species than the Selected Alternative. The Biological Assessment completed for the Selected Alternative determined that the action "may affect, not likely to adversely affect" gray wolf and grizzly bear (PF Doc. WL-185).

**Sensitive Wildlife:** The analysis of potential effects addressed twelve species on the Regional Forester's sensitive species list (PF Doc. WL-089), considering habitat loss, mortality risk, habitat avoidance and displacement and linkage zones. Neither alternative would result in effects that could lead to federal listing of sensitive wildlife species under the Endangered Species Act. As documented in the Biological Evaluation, the determination of effects for all sensitive wildlife species analyzed in detail is "may impact individuals or habitat, but not likely to trend toward federal listing or loss of viability" (EA, Section 3.D.7(H), p. EA-89). For the three sensitive species not analyzed in detail, the determination of effects is "no impact," based on no suitable habitat or record of these species on the Coeur d'Alene River Ranger District (EA, Section 3.D.5, p. EA-52).

**Management Indicator Species:** Four management indicator species were analyzed: Rocky Mountain elk, American marten, Pileated Woodpecker and Northern Goshawk. Effects to elk were determined by the changes in elk habitat potential and habitat security acres. The No-Action Alternative would not meet the goal established by the Forest Plan for elk habitat potential (PF Doc. WL-025). The Selected Alternative would meet the Forest Plan goal for elk habitat potential (PF Doc. WL-026). The following table shows elk habitat potential and acres of security habitat would be much greater under the Selected Alternative.

**Table DN-7. Comparison of effects to elk, by alternative.**

	Forest Plan goal	No-Action Alternative	Existing – 2001 Travel Plan as amended	Selected Alternative
Elk Habitat Potential (districtwide)	At least 50	38.2	54.3	53.8
Elk Habitat Potential (Fernan side only)	48	32.3	52.0	52.6
Elk Habitat Potential (Wallace side only)	52	43.6	56.5	54.9
Acres of Security Habitat	No goal established by the Forest Plan	78,846	164,378	167,186

Motorized routes provide access for trapping of American marten, and for firewood cutting, which can reduce marten habitat quality and quantity. The Selected Alternative would designate less roads and trails for motorized use, resulting in considerably fewer effects to the American marten and its habitat than the No-Action Alternative (PF Doc. WL-112, 113, 133 and 134). Effects to the Pileated Woodpecker are also directly related to the miles of roads designated for motorized use and open to firewood cutting in its habitat.

The following table displays the miles of roads and trails designated for motorized use which are in marten habitat and provide access to marten trapping. It also shows the acres of marten and Pileated Woodpecker habitat where habitat would be lost from firewood cutting along designated motorized use routes.

**Table DN-8. Comparison of effects to American marten and Pileated Woodpecker.**

	Acres of habitat on the District	No-Action Alternative	Existing – 2001 Travel Plan as amended	Selected Alternative
Miles of roads/trails designated for motorized use in marten habitat, which would allow trapping access	NA	250	103	105
Acres of marten habitat accessible for firewood cutting near roads designated for motorized use	57,205	11,661	4,079	3,911
Acres of Pileated Woodpecker habitat accessible for firewood cutting near roads designated for motorized use	30,994	6,182	2,440	2,333

Effects to Northern Goshawk were evaluated by the number of known goshawk territories within 750 feet of roads and trails designated for motorized use, because human disturbance near goshawk nests can cause nest failure (PF Doc. WL-R241.) The No-Action Alternative would have less than one mile of road or trail within 750 feet of a known goshawk nest; the Selected Alternative would have none.

**Forest Birds:** Over 150 species of forest birds occur on the Coeur d'Alene River Ranger District, with high diversity of species in riparian habitats. Effects of motorized use include displacement of forest birds from habitats near roads (PF Doc. WL-R296, PF Doc. WL-R283, PF Doc. WL-R267) and loss of habitat from firewood cutting along roads designated for motorized use (PF Doc. WL-130 and PF Doc. WL-131). Based on the substantially more acres of potential habitat loss where snags are allowed to be cut for firewood, and miles of routes designated for motorized use in riparian habitats, the No-Action Alternative would impact considerably more forest bird habitat than would the Selected Alternative.

**Table DN-9. Summary of effects to wildlife on National Forest lands, by alternative (refer to the EA, Section 3.D. for a detailed discussion of effects to wildlife).**

Effects Indicator	No-Action Alternative	Existing - 2001 Travel Plan as amended	Selected Alternative
Elk habitat potential	See Table DN-7	See Table DN-7	See Table DN-7
Percent of elk habitat security: Wallace (east) side of District	17	24	24
Fernan (west) side of District	5	21	22
Density of routes (roads and trails) designated for motorized uses (miles of road per square mile of land)	3.44	1.18	1.14
Miles of routes designated for motorized uses which may displace wildlife and/or cause individual mortality for some species	4,858	1,701	1,647
Acres on the district where snag habitat could be reduced due to fuelwood gathering along routes designated for motorized uses. <i>(Total acres of District: 732,000)</i>	188,475	62,744	61,088
Miles of roads and trails designated for motorized use within 300 feet of streams and/or other wetland habitat <i>(does not include routes designated for administrative or nonmotorized use, or routes on lands under other ownership)</i>	1,178	454	448

***Threatened, Endangered & Sensitive Plant Concerns***

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. Two species of Threatened plants are listed for the Coeur d'Alene River Ranger District by the US Fish and Wildlife Service (PF Doc. TES-11). Although there is potentially suitable habitat, no Threatened species have been discovered on the IPNFs. There are no Endangered plant species currently listed for the IPNFs or Coeur d'Alene River Ranger District. The rare plant list for the Coeur d'Alene River Ranger District consists of 28 Sensitive plants and 25 Forest Species of Concern (EA, Section 3.E.4(B), p. EA-102).

All projects on the 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 US Fish and Wildlife Service according to Section 7 Guidelines under the Endangered Species Act, 1999. Development of alternatives for this travel plan project considered the documented occurrence of rare plant species in the Coeur d'Alene River Ranger District, and the potential effects of proposed activities. Implementation will include practices designed to protect rare plants that may be discovered in the District.

The No-Action Alternative would have a high potential for direct effects to rare plants as a result of unregulated cross-country motorized travel (EA, Section 3.E.5, p. EA-104). Indirect effects to TES plant guilds and Forest species of concern would result from the spread of noxious weed seed and plant parts by vehicles along routes designated for motorized travel (EA, Section 3.E.5, p. EA-104). Compared to the No-Action Alternative, the Selected Alternative would substantially reduce the impacts of user-created routes, since motorized access off designated routes would be restricted (EA, Section 3.E.5, p. EA-105).

The No-Action Alternative would indirectly affect approximately twice the acreage in each rare plant guild as the Selected Alternative (EA, Section 3.E.4, p. EA-104), because the number of routes designated for motorized uses is much less under the Selected Alternative than the No-Action Alternative (EA, Section 3.E.5(C), p. EA-106). As documented in the Biological Evaluation for Sensitive plant guilds and species, the determination of effects for peatland guild species is "no impact." For the moist forest, dry forest, wet forest, grassland, and subalpine plant guilds and species the determination is "May Impact Individuals or Habitat, with no trend toward federal listing or loss of species or population viability" (EA, Section 3.E.5(C), p. 107; PF Doc. TES-49).

### ***Aquatic Concerns***

In general, soils on the Coeur d'Alene River Ranger District are derived from a belt series geology, with low surface erosion potential (EA, Section 3.F.4, p. EA-124). Motorized travel on roads and trails can increase rutting and subsequently erosion from the surface of the route. Depending on road drainage and proximity to water courses, sediment can be routed into nearby streams. Appropriate maintenance and seasonal use restrictions during wet periods can greatly reduce degradation and subsequent sedimentation (EA, Section 3.F.5, pp. EA-130-131, 133-134). Illegal motorized use or unmanaged use off designated routes can be specifically damaging to riparian habitat and can increase sediment delivery levels.

The WEPP model was used to predict sediment yields associated with motorized use on roads and trails within stream riparian areas (EA, 3.F.3). Since natural drainages transcend geo-political boundaries, open route systems in entire fifth and sixth order HUC's were modeled. Approximately 60 percent of this land area is managed by the Forest Service, and the remainder by other federal, state and private entities (EA, 3.F.4, p. EA-119). The Forest Service is only able to affect management of routes on National Forest System lands. The WEPP modeled results provide a relative comparison of cumulative sediment yields under the No-Action Alternative, existing conditions and Selected Alternative as reflected in Table DN-10. All alternatives have benefited from the District's continuing efforts to reduce road related sediment yield by decommissioning roads and removing or upgrading culverts (EA, 3.F.4, p. EA-119, Table AQ-2, p. EA-134).

Table DN-10. Summary comparison of effects to aquatic concerns.

Effects Indicator	No-Action Alternative	Existing - 2001 Travel Plan as amended	Selected Alternative
Miles of riparian roads and trails; determined using GIS mapping based on 300-foot stream buffers as provided by the Inland Native Fish Strategy ( <i>Mileages represent the combination of open motorized routes located on National Forest, other agency and privately managed lands within the 5<sup>th</sup> and 6<sup>th</sup> HUC watersheds analyzed</i> )	2,035.6	813.4 <sup>(1)</sup>	804.6
Sediment yield (tons per year as determined using the WEPP model) <sup>(2)</sup>	4,849.6	NA <sup>2</sup>	1,896.7

<sup>(1)</sup> Some small mileage differences occurred as a result of rounding errors or corrections of mapping errors between the existing condition and the Selected Alternative.

<sup>(2)</sup> WEPP modeling for sediment yield was determined to be unnecessary for existing conditions since the values obtained would likely be similar to the Selected Alternative in comparison.

The Selected Alternative authorizes travel on designated routes only and prohibits cross country or off route travel similar to the 2001 Travel Plan as amended. Aquatic concerns were one of the screens used in assessing changes to the existing motorized route system (EA, p. EA-7-9). The Selected Alternative also incorporates features such as closure orders and seasonal and temporary use restrictions to further reduce potential riparian impacts (DN, p. DN-7 through DN-9). In contrast, the No-Action Alternative has noticeably more miles of motorized routes in riparian areas and does not specifically preclude cross country travel that could further affect riparian areas. The difference in comparative riparian road miles and modeled sediment yield between the Selected and No-Action Alternatives is clearly evident (EA, 3.F.5, Table AQ-4, p. EA-129).

The analysis of potential effects considered bull trout, Westslope cutthroat trout, and rainbow trout (EA, Section 3.F.4, pp. EA-125, 126). Bull trout are listed as Threatened by the US Fish and Wildlife Service. In comparison to the Selected Alternative, implementation of the No-Action Alternative would have a greater effect on (but would not likely adversely affect) bull trout (EA, Section 3.F.5, pp. EA-129, 130; Section 3.F.6, p. EA-139). There is no known established population within the analysis area, but habitat has been designated where the effect would be associated with increased sediment yield. The Selected Alternative (as it relates to the analysis of sediment yield) may affect (but would not likely adversely affect) critical habitat of threatened bull trout to a much lesser extent than the No-Action Alternative based on sediment yield levels as modeled.

Westslope cutthroat trout are listed as Sensitive by the Regional Forester. Based on evaluation of sediment yield related to potential population or habitat loss, neither alternative would result in effects that could lead to Federal listing of westslope cutthroat trout. Implementation of the Selected Alternative (as it relates to the analysis of less potential sediment yield) may affect individual westslope cutthroat trout, but will not lead to a trend in federal listing (EA, Section 3.F.5, p. EA-135; Section 3.F.6, p. EA-139).

Rainbow trout are identified as a management indicator species for fisheries on the Coeur d'Alene River Ranger District. The Selected Alternative will not change the current population or habitat for rainbow trout (EA, Section 3.F.6, p. EA-139).

### 4.3. FINDINGS AND CONSISTENCY WITH LAWS, REGULATIONS AND POLICY

#### ***NFMA Requirements for Forest Plan Consistency***

The National Forest Management Act (NFMA) requires that all projects must be consistent with the governing Forest Plan (16 USC 1604[i]). The EA (Chapter 3) addresses consistency of the alternatives with the 1987 Forest Plan standards and other legal requirements.

- *The Selected Alternative is consistent with Forest Plan standards for recreation management and inventoried roadless areas (EA, Section 3.C.8, pp. EA-43, 44).*
- *The Selected Alternative is consistent with Forest Plan management direction, goals, objectives, standards and guidelines for the management and protection of wildlife species (EA, Section 3.D.5, pp. EA-52 through EA-92).*
- *The Selected Alternative will meet the intent of the Forest Plan for noxious weed management by implementing provisions for minimizing weed spread (EA, Section 3.E.6, pp. EA-107, 108).*
- *The Selected Alternative would meet the requirements of the Forest Plan for water resources and fisheries (EA, Section 3.F.6, pp. EA-136 through EA-138).*

The conclusion statements addressing Forest Plan consistency in Chapter 3 of the EA document that there is either no change with respect to Forest Plan standards, or that there is some improvement from the current situation. Therefore, due to the narrow scope of the decision, lack of ground disturbance, and specialists' analysis and conclusions in the EA and project files, this decision is consistent with Forest Plan direction, and no Forest Plan amendment is required.

#### ***Other NFMA Requirements***

Potential physical, biological, cultural, and engineering impacts of the Selected Alternative have been assessed and are disclosed in the EA (Chapter 3) with supporting information in the Project Files (as noted in each Chapter 3 resource discussion). The Selected Alternative is consistent with other NFMA requirements, as described below:

**Maintaining diversity (16 USC 1604[g][3][B]):** The Selected Alternative will affect habitat for some wildlife species, but will not eliminate any species or result in loss of viability to populations or species. The Selected Alternative provides for a diversity of wildlife species and their habitat (EA, Section 3.D.7(H), pp. EA-89 through EA-92). Based on the determination of "May Affect, Not Likely to Adversely Affect" for threatened and endangered wildlife species, and "May Impact Individuals or Habitat, But Not Likely to Trend Toward Federal Listing or Loss of Viability" for sensitive wildlife species, wildlife diversity will be maintained (EA, Section 3.D.8(C), p. EA-89). An analysis of potential effects has been completed for management indicator species (MIS). Analysis indicated that habitat would be maintained at or above current levels (EA, Section 3.D.8, p. EA-92) for each MIS analyzed in detail, which included American marten (EA, Section 3.D.7, pp. EA-72), northern goshawk (EA, Section 3.D.7, pp. EA-76), and elk (EA, Section 3.D.7, pp. EA-79 through EA-81).

Based on fish species distribution and predicted sediment yields, the Selected 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 (EA, Section 3.F.5, pp. EA-135 through EA-139).

The Selected Alternative will not impact the diversity of plant species in the District. The analysis considered distribution of habitat for rare plants, including Region 1 Forest Service Sensitive plants, Forest Species of Concern, and Threatened plants. Alternative design looked at the documented occurrence of rare plant species in the District, and the potential effects of proposed activities (EA, Section 3.E.6, p. EA-108).

**Soil, slope or other watershed conditions (16 USC 1604[g][3][E][i] and protection for streams and other bodies of water (16 USC 1604[g][3][E][iii]):** Implementation will be based on use of Best Management Practices, which are designed to protect the long-term productivity of the water resource and ensure state water quality standards will be met (EA, p. EA-136). Specific road and trail maintenance measures are addressed in the Idaho Panhandle National Forests' "Programmatic Roads and Trails Biological Assessment/Evaluation," which incorporates and is consistent with Idaho Forest Practices Act rules (EA, p. EA-136). Instream flows are not affected (EA, Section 3.F.5, p. EA-137). Application of Best Management Practices (BMPs) and/or Soil and Water Conservation Practices will ensure compliance with the guidelines in the Soil and Water Conservation Handbook (EA, p. EA-139).

**Temporary roadways (16 USC 1608[b]) and standards of roadway construction (16 USC 1608[c]):** No new road construction (either temporary or permanent) will occur under the Selected Alternative.

### ***Consistency with Other Laws, Regulations and Policy***

**2005 Travel Rule:** The Selected Alternative meets all requirements of the various components included in the 2005 Travel Rule (36 CFR 212, 251, and 261).

**Clean Water Act:** The Selected Alternative is consistent with the requirements of the Clean Water Act. Compared to existing conditions, there will be little to no change in sediment (the pollutant of concern) in the water quality limited segments in the watersheds analyzed (see Table DN-10). Risks to beneficial uses in streams of the Coeur d'Alene River Ranger District would not be changed by implementation of the Selected Alternative since it is reflective of the existing (baseline) conditions of this project. In compliance with the current TMDLs for the analysis area watersheds (e.g. North Fork Coeur d'Alene River), there would be no change to the TMDLs as listed. Depending on when a specific TMDL was modeled and listed, road decommissioning efforts, both past and present, may have reduced sediment inputs against assigned TMDL load allocations.

**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 and/or Soil and Water Conservation Practices will be applied, and all activities are in compliance with the guidelines in the Soil and Water Conservation Handbook (EA, Section 3.F.6, p. EA-139).

**State of Idaho Governor's Bull Trout Plan:** 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." The Plan identifies the entire Coeur d'Alene River Drainage as a key watershed for a bull trout metapopulation. Based on current available information, bull trout do not persist as a reproducing population within the Coeur d'Alene River Basin; rather they are recognized as historic in the drainage and their potential habitat is designated (EA, Section 3.F.6, p. EA-139).

**Endangered Species Act:** 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 Selected Alternative meets requirements of the Endangered Species Act.

Current management direction for Threatened and Endangered wildlife species (including recovery plans, conservation assessments and conservation strategies) have been incorporated into the analysis and the Biological Assessment (EA, Section 3.D.8, p. EA-91; PF Doc. WL-185).

Critical habitat in the Coeur d'Alene River Basin has been designated for bull trout (EA, Section 3.F.4, Table AQ-3, p. EA-124), and is included in the analysis. No critical habitat has been designated for wildlife or plants on the Coeur d'Alene River Ranger District. The project may affect, but will not likely adversely affect, critical habitat for threatened bull trout (EA, Section 3.F.6, p. EA-139). The Forest Service consulted with the US Fish and Wildlife Service, who concurred with the Forest Service determinations of effects for Threatened and Endangered species displayed in Table DN-11 (PF Doc. PR-004).

**Table DN-11. Determination of Effects for Threatened and Endangered Species under the Selected Alternative.**

Species	No Effect	May Affect, Not Likely to Adversely Affect	May Affect, Likely to Adversely Affect	Beneficial Impact
Gray wolf		X		
Canada lynx		X		
Grizzly bear		X		
Bull trout		X		
Spalding's catchfly		X		
Water Howellia	X			

**Migratory Bird Treaty Act and the Executive Order:** The Migratory Bird Treaty Act of 1918 and a 2001 Executive Order protect migratory birds. This executive order directs agencies to ensure that environmental analyses evaluate the effects of federal actions on migratory birds, with emphasis on species of concern. Migratory birds are included in the analysis for threatened and endangered species, sensitive species, management indicator species, forest birds, and other species of potential concern (EA, Section 3.D.4, pp. EA-50, 51; Section 3.D.6(D), p. EA-67; Section 3.D.7(E), p. EA-82; Section 3.D.7(G), p. EA-88; and Section 3.D.8(D), p. EA-92).

**National Historic Preservation Act:** Because of the type of project, and/or its location, the Forest Cultural Resource Specialist has determined that the Travel Plan Project has little likelihood to adversely affect cultural properties. As a result, a *No Inventory Decision* has been made and the project may proceed (PF Doc. PR-001).

**Idaho Roadless Rule, Roadless Area Conservation Rule, Interim Directives No. 7710-2001-2 and No. 2400-2001-3, and Wilderness Act of 1964:** The Selected Alternative designates a sustainable motorized route system for public access and recreation travel based on existing roads and trails; no new road or trail construction or reconstruction will occur within roadless (EA, Section 2.A.3, p. EA-7). The natural integrity, apparent naturalness, and opportunities for solitude and primitive recreation in roadless areas will be unchanged by implementation of the Selected Alternative. There are no wilderness areas designated on the Coeur d'Alene River Ranger District.

**Forest Service Manual 7715.77 (Motorized Mixed Use of Forest Roads):** The requirements specified in this section of the Forest Service Manual will be utilized on all roads proposed for designation as mixed use (roads designated on the MVUM for both highway-legal vehicles and off-highway vehicles). The mixed use analysis will consider mitigation of safety risks when allowing motorized mixed use on roads open to public travel, such as signs, speed controls, user education, modification to road geometry, regulating the timing of commercial hauling, and other safety measures. The mixed use analysis was addressed in the EA (Appendix B, p. B-2).

**Environmental Justice Executive Order:** Executive Order 12898, issued in 1994, ordered federal agencies to identify and address the issue of environmental justice; i.e. adverse human health and environmental effects that disproportionately impact minority and low-income populations. Based on the composition of the affected communities and the cultural and economic factors, the Selected Alternative will have no adverse effects to human health and safety or environmental effects to minority, low-income, or any other segments of the population.

**Best Available Science:** The need to employ the best science is not new, since agency decisions have always required a sound technical basis. What constitutes best available science varies over time and across scientific disciplines. The Travel Plan project file demonstrates a thorough review of relevant scientific information, a consideration of responsible opposing views, and the acknowledgement of incomplete or unavailable information, scientific uncertainty and risk, as appropriate.

**Global Climate Change Prevention Act (GCCPA):** The GCCPA amended the Resources Planning Act to require the Secretary of Agriculture to consider the potential effects of global climate change on the condition of renewable resources on the forests and grasslands of the United States, and to analyze opportunities to mitigate the buildup of atmospheric carbon dioxide and reduce the risk of global climate change. However, the statute does not require the agency to consider global climate change in a quantitative, monetary analysis in every site-specific decision. Instead, it gives the agency the discretion to consider this issue as appropriate. An analysis on global climate change is not warranted for this project given the narrow scope of activities, with little disturbance to vegetation.

## 5. FINDING OF NO SIGNIFICANT IMPACT

The Council on Environmental Quality (CEQ) regulations specify that when an EA has been prepared, the responsible official must review the document and determine whether the activities may have a significant effect on the quality of the human environment and if an environmental impact statement (EIS) should be prepared (40 CFR 1508.13).

This determination is premised on a review of the Travel Plan EA, including the purpose or objective for the project; the description of the alternatives considered; and the anticipated direct, indirect and cumulative effects of proposed activities. It also considers supporting information in the project files for this analysis, paying particular attention to the input received from interested publics during the open house meetings, on field trips, and in written comments.

The setting of this project is in a localized area, with implications only for the landscape, drainages and stands in the analysis area. The consideration of the Selected Alternative is based on its impact on the ecosystem, local communities, counties, and at the affected resource level. It does not have any large or lasting effect on society as a whole, the nation, or the state.

Implementing regulations for NEPA (40 CFR 1508.27) provide criteria to help determine the significance of the anticipated effects, and require consideration of both **context** of the actions and **intensity** in reference to the severity of impacts.

### ***Context (40 CFR 1508.27)***

The discussion of the affected environment and disclosure of consequences in Chapter 3 of the EA establishes that this action is limited in context. The methodology, assumptions, effects, and conclusions all contributed to clearer understanding of the magnitude of change due to this action. The anticipated resource impacts are insignificant due to the narrow scope of the action. Therefore, the effects are local in nature. Anticipated effects are discussed in Chapter 3, supported by information in the project files, and compared by alternative at the end of Chapter 2 in the EA. The results of the conclusions support the finding that the ten intensity items addressed below are not significant at the local level, and will therefore not contribute effects to the human environment at the regional or national context, or the world as a whole.

### ***Intensity (40 CFR 1508.27)***

The following items were considered in evaluating whether potential impacts of this project are significant.

**1. Significant impacts (both beneficial and adverse):** There will be no significant impacts to any resource under the Selected Alternative (EA, Chapter 3; and Project Files). The impacts are within the range of those identified in the Forest Plan. Project activities are limited to the designation of trails, roads, types of vehicle classes, and seasonal restrictions where public motor use will be authorized on lands managed by the Forest Service within the Coeur d'Alene River Ranger District, although some analyses (such as aquatics and wildlife) considered the extent of effects beyond the project boundaries. While the action would change the designated use of some routes, the Selected Alternative would not pose any significant short- or long-term effects (discussed by concern in the EA, Chapter 3).

**2. The degree of effects on public health or safety:** The overall change in respect to public health or safety is not substantively or significantly changed from the current situation, but some improvement is expected. The Selected Alternative establishes connections between trail systems and emphasizes the development of loop trails, which should reduce the incidence of mixed use travel. The ATV trail system under the Selected Alternative better addresses areas of concentrated recreation use, such as Horse Haven and Bumblebee Meadows. Public safety will be increased by separation of full-size vehicles from smaller recreational vehicles on several routes. For these reasons, there would be no significant effects on public health and safety.

**3. Unique characteristics of the geographic area, such as proximity to historic or cultural resources, park lands, prime farmlands, wetlands, wild and scenic rivers, or ecologically critical areas:** The Selected Alternative will have no significant effect on unique characteristics of the District. The nature of this action addresses management of existing transportation routes – there is no new road or trail construction within the scope of this decision. (Refer to Item 8 below in respect to historic or cultural resources.)

**4. The degree to which the effects on the quality of the human environment are likely to be highly controversial:** As used in the Council on Environmental Quality's guidelines for implementing NEPA, the term "controversial" refers to whether substantial dispute exists as to the *size, nature or effect of the major federal action* rather than to the existence of *opposition* to a use. While it is recognized that travel plan designations will change the existing pattern of public motorized use on the District, the Selected Alternative will continue to provide motorized access throughout most of the Coeur d'Alene River Basin. Based on the findings of the analyses (EA, Chapter 3), the effects of designating motorized use routes on the quality of the human environment are not highly controversial.

**5. The degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risk:** There are no highly uncertain, unique, or unknown risks that would impose possible effects on the human environment. The planned actions are similar to actions implemented without significant impacts on the Coeur d'Alene River Ranger District and other districts of the IPNFs. The analysis considered the effects of past actions as a frame of reference in conjunction with scientifically accepted analytical techniques, available information, and best professional judgment to estimate effects of the proposal on recreation concerns (EA, Section 3.C, pp. EA-25 through EA-45); wildlife concerns (EA, Section 3.D, pp. EA-46 through EA-97); noxious weed concerns (Section 3.E, pp. EA-98 through EA-111); and aquatic concerns (Section 3.F, pp. EA-112 through EA-141). There are no unique or unusual characteristics of the area that have not been previously encountered that would constitute an unknown risk upon the human environment.

**6. The degree to which the action may establish a precedent for future actions with significant effects or presents a decision in principle about future consideration:** The Selected Alternative is not setting a precedent for future actions with significant effects. Management practices are consistent with the Forest Plan and with the capabilities of the land as documented in the EA, Chapter 3 discussions for recreation (Section 3.C, pp. EA-25 through EA-45); wildlife concerns (EA, Section 3.D, pp. EA-46 through EA-97); noxious weed concerns (Section 3.E, pp. EA-98 through EA-111); and aquatic concerns (Section 3.F, pp. EA-112 through EA-141). This action does not represent a decision in principle about a future consideration.

**7. Whether the action is related to other actions with individual insignificant but cumulative significant impacts:** The combined effects of past, other present, and reasonably foreseeable actions are discussed in the EA. Based on the activities that will occur under the Selected Alternative, there is no indication of individually or cumulative significant adverse effects to the environment (EA, Chapters 2 and 3).

**8. The degree to which the action may adversely affect districts, sites, highway structures, or objects listed in or eligible for listing in the National Register of Historic Places, or may cause loss or destruction of significant scientific, cultural, or historic resources:** The Forest Cultural Resource Specialist has determined that the above project has little likelihood to adversely affect cultural properties. As a result, a No Inventory Decision has been made and the project may proceed. Any future discovery of heritage resource sites or caves would be inventoried and protected if found to be of cultural significance. A decision would be made to avoid, protect, or mitigate effects to these sites in accordance with the National Historic Preservation Act of 1966.

**9. The degree to which the action may adversely affect an Endangered or Threatened species or its habitat that has been determined to be critical under the Endangered Species Act of 1973:** The Selected Alternative was designed based on a two level screening process that provided for protection of wildlife, fish, and rare plant resources through compliance with the requirements of the Forest Plan (EA, Section 2.A.3, p. EA-8). There would be no adverse impact to any Threatened or Endangered species or their habitat, and there would be no loss of viability to populations or species (EA, Sections 3.D., 3.E., and 3.F.), and the wildlife Biological Assessment (PF Doc. WL-185).

**10. Whether the action threatens a violation of federal, state, or local law or requirements imposed for the protection of the environment:** The action meets federal, state and local laws for air and water quality, streamside management, riparian areas, cultural resources, and Threatened, Endangered and Sensitive species, and meets NEPA disclosure requirements as described in this Decision Notice and the EA (Chapter 3, by resource).

### ***Finding of No Significant Impact***

Based upon the above considerations, I have determined that the actions analyzed for this Travel Plan do not constitute a major federal action, and will not significantly affect the quality of the human environment. Accordingly, I have determined that an EIS need not be prepared for this project.

## 6. DOCUMENTS & PROJECT FILES

This Decision Notice summarizes analyses that have led to this point in the process. More reports and analyses documentation have been referenced or developed during the course of this project and are part of the Project Files. All project files for the Travel Plan Project are available for review by the public. The project files may be reviewed at the Fernan Office of the Coeur d'Alene River Ranger District, or are available on compact disk upon request. To review the files, please contact Writer-Editor Kerry Arneson (208-769-3021) at the Fernan Office of the Coeur d'Alene River Ranger District.

## 7. APPEAL RIGHTS AND IMPLEMENTATION

This decision is subject to appeal pursuant to 36 CFR 215.11. A written appeal must be submitted within 45 days following the publication date of the legal notice of this decision in the *Coeur d'Alene Press* (Coeur d'Alene, Idaho) newspaper. It is the responsibility of the appellant to ensure their appeal is received in a timely manner. The publication of the date of the legal notice of the decision in the newspaper of record is the *exclusive* means for calculating the time to file an appeal. Appellants should not rely on date or timeframe information provided by any other source.

Written appeals must be submitted to:

US Forest Service, Northern Region  
ATTN: Appeal Deciding Officer  
P.O. Box 7669  
Missoula, MT 59807

*or*

US Forest Service, Northern Region  
ATTN: Appeal Deciding Officer  
200 East Broadway  
Missoula, MT 59802

*(Office hours are from 7:30 a.m. to 4:00 p.m. Monday through Friday, except holidays.)*

Electronic appeals must be submitted to: [appeals-northern-regional-office@fs.fed.us](mailto:appeals-northern-regional-office@fs.fed.us).

In electronic appeals, the subject line should contain the name of the project being appealed. Electronic appeals must be submitted in MS Word, Word Perfect, or Rich Text Format (RTF). It is the appellant's responsibility to provide sufficient written evidence and rationale to show why this decision should be reversed. The appeal must be filed with the Appeal Deciding Officer in writing. At a minimum, an appeal must meet the content requirements of 36 CFR 215.14 and include:

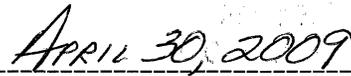
- ✓ *Appellant's name and address, with a telephone number if available;*
- ✓ *Signature or other verification of authorship upon request (a scanned signature for electronic mail may be filed with the appeal);*
- ✓ *When multiple names are listed on an appeal, identification of the lead appellant and verification of the identity of the lead appellant upon request;*
- ✓ *The name of the project for which the decision was made, the name and title of the Responsible Official, and the date of the decision;*
- ✓ *The regulation under which the appeal is being filed, when there is an option to appeal under either 36 CFR 215 or 36 CFR 251, Subpart C;*
- ✓ *Any specific change(s) in the decision that the appellant seeks and their rationale for those changes;*
- ✓ *Any portion(s) of the decision with which the appellant disagrees, and their explanation for the disagreement;*
- ✓ *Why the Appellant believes the Responsible Official's decision failed to consider the substantive comments; and*
- ✓ *How the appellant believes the decision specifically violates law, regulation, or policy.*

An appeal will be dismissed if the preceding information is not included in the Notice of Appeal. If an appeal is received on this project, there may be informal resolution meetings and/or conference calls between the Responsible Official and the appellant. These discussions would take place within 15 days after the closing date for filing an appeal. All such meetings are open to the public. If you are interested in attending any informal resolution discussions, please contact the Responsible Official or monitor the following website for postings about current appeals in the Northern Region of the Forest Service: [http://www.fs.fed.us/r1/projects/appeal\\_index.shtml](http://www.fs.fed.us/r1/projects/appeal_index.shtml).

If no appeal is received, implementation of this decision may occur five business days from the close of the 45-day appeal period. If an appeal is received, implementation may not occur for 15 days following the date of appeal disposition. I am the Responsible Official for this decision.



RANDALL G. SWICK  
District Ranger  
Coeur d'Alene River Ranger District  
(208) 664-2318



Date

# ATTACHMENT A

## Public Review and Comment

---

### Introduction

#### Distribution of the Environmental Assessment

Copies of the environmental assessment (EA) on compact disk (CD) were mailed to over 180 addresses (PF Doc. PIC-161). In addition, an electronic copy of the EA was provided on the IPNF website ([www.fs.fed.us/ipnf/eco/manage/nepa](http://www.fs.fed.us/ipnf/eco/manage/nepa)). Availability of the EA and commencement of the review period was announced with publication of a legal ad in the newspaper of record, the *Coeur d'Alene Press*, Coeur d'Alene, Idaho (PF Doc. PIC-163).

#### Demographics of Comments Received

A total of 43 comment letters were received. Twenty were from Idaho, with 16 from Washington. The remaining seven were emails and did not disclose their location.

Of the 43 comment letters, three were from other federal, state or county agencies:

*USDI Bureau of Land Management, Letter #0001*  
*Idaho Parks & Recreation, Letter #0008*  
*Idaho Fish & Game, Letter #0036*

Another eight were from organizations:

*Panhandle Nordic Ski & Snowshoe Club, Letter #0002*  
*Winter Wildlands Alliance, Letter #0005*  
*Northwest Motorcycle Association, Letter #0014*  
*Panhandle Trail Riders Association (PANTRA), Letter #0017*  
*Idaho Conservation League, Letter #0027*  
*Pacific Northwest 4-Wheel Drive Association, Letter #0028*  
*Blue Ribbon Coalition, Letter #0030*  
*Kootenai Environmental Alliance, Letter #0032*

The remaining 32 letters were from individuals or did not identify any organization. As each comment letter was received, it was assigned an identification number. Table A-1, organized alphabetically by last name, displays the author, their city and state, and the letter number assigned. Table A-2 is organized numerically by letter number, and identifies both the author and disposition of comments in each particular letter.

Copies of the actual comment letters and any attachments are not included here, but are available as part of the Travel Plan project file, along with public meeting materials and other information related to the involvement and collaborative efforts with the public.

**Table A-1. Alphabetical List of People Who Commented, by Name.**

Name	City	ST	Letter #
Cook, Jeff (Idaho Parks & Recreation)	Boise	ID	0008
Corsi, Charles (Idaho Fish & Game)	Coeur d'Alene	ID	0036
Cree, Anthony	Lynnwood	WA	0043
Davisson, Mike	Spokane Valley	WA	0010
Delaney, Nathan			0009
Dildine, Tom			0018
Dowd, Joe	Edwall	WA	0016
Dragoo, Alan (Pacific Northwest 4-Wheel Drive Association)	Veradale	WA	0028
Feldhaus, Joe	Bothell	WA	0025
Ferguson, Randy (PANTRA)			0013
Flugel, Dick			0006
Forsberg, Ryan	Chewelah	WA	0012
Frisbie, Steve	Eagle	ID	0022
Gibson, Lisa	Bayview	ID	0021
Griffiths, Blake	Liberty Lake	WA	0042
Harvey, Geoffrey	Hayden	ID	0003
Harvey, Geoffrey (Panhandle Nordic Ski & Snowshoe Club)	Hayden	ID	0002
Hawthorne, Brian (Blue Ribbon Coalition)			0030
Hudson, Nick	Spokane	WA	0019
Johnson, James	Lewiston	ID	0024
Jordan, Lori	Mica	WA	0038
Jordan, Lori (PANTRA)	Post Falls	ID	0026
Jordan, Pat	Mica	WA	0039
Jordan, Randi	Mica	WA	0040
Kelly, Steve			0015
Leavitt, Karl	Hayden	ID	0035
Maas, Greg	Moxee	WA	0033
May, Stephen	Bayview	ID	0020
Mihelich, Mike (Kootenai Environmental Alliance)	Coeur d'Alene	ID	0032
O'Brien, John B. III	Hayden	ID	0031
Petersen, Tod (Northwest Motorcycle Association)	Stanwood	WA	0014
Quale, Mel	Twin Falls	ID	0023
Rieger, Karl (Allsport/Honda-Polaris)	Liberty Lake	WA	0037
Root, Bill	Coeur d'Alene	ID	0041
Ryder, Steve (Winter Wildlands Alliance)	Boise	ID	0005
Saxer, Robert (PANTRA)	Hayden	ID	0017
Simpson, Terry	Spokane Valley	WA	0034
Smith, Brad (Idaho Conservation League)	Boise	ID	0027
Smith, Paul			0004
Stafford, Don	Spokane	WA	0029
Thomson, Eric (Bureau of Land Management)	Coeur d'Alene	ID	0001
Tihonovich, Mark	Coeur d'Alene	ID	0007
Weaver, Mark	Kuna	ID	0011

**Table A-2. Disposition of Comments, by Letter Number.**

Letter #	Author	For response, refer to...
0001	Eric Thomson, Bureau of Land Management	Section I – Route Specific Proposals
0002	Geoffrey Harvey, Panhandle Nordic Ski & Snowshoe Club	Section C, Comment 0002-1
0003	Geoffrey Harvey	Section D, Comment 0003-1; Section H, Comment 0003-2
0004	Paul Smith	Section C, Comment 0004-1
0005	Steve Ryder, Winter Wildlands Alliance	Section G, Comment 0005-1
0006	Dick Flugel	Section B, Comments 0006-1, 0006-2, 0006-4; Section D, Comments 0006-5, 0006-7
0007	Mark Tihonovich	Section A – Requests for Extension; Section B, Comment 0007-2
0008	Jeff Cook, Idaho Department of Parks & Recreation	Section B, Comment 0008-3; Section C, Comment 0008-23; Section E, Comment 0008-10; Section F, Comment 0008-8; Section G, Comments 0008-1, 0008-5, 0008-6; Section H, Comments 0008-4, 0008-14; Section I (Route Specific Comments); Section J (Proposal Specific Comments)
0009	Nathan Delaney	Section G, Comment 0009-1
0010	Mike Davisson	Section A – Requests for Extension
0011	Mark Weaver	Section A – Requests for Extension
0012	Ryan Forsberg	Section A – Requests for Extension
0013	Randy Ferguson, Panhandle Trail Riders Association	Section A – Requests for Extension
0014	Tod Petersen, Northwest Motorcycle Association	Section A – Requests for Extension
0015	Steve Kelly	Section A – Requests for Extension
0016	Joe Dowd	Section A – Requests for Extension
0017	Robert Saxer, Panhandle Trail Riders Association	Section A – Requests for Extension
0018	Tom Dildine	Section A – Requests for Extension
0019	Nick Hudson	Section A – Requests for Extension
0020	Stephen May	Section A – Requests for Extension
0021	Lisa Gibson	Section A – Requests for Extension
0022	Steve Frisbie	Section A – Requests for Extension
0023	Mel Quale	Section A – Requests for Extension
0024	James Johnson	Section A – Requests for Extension
0025	Joe Feldhaus	Section A – Requests for Extension
0026	Lori Jordan, Panhandle Trail Riders Association	Section A – Requests for Extension
0027	Brad Smith, Idaho Conservation League	Section C, Comment 0027-1; Section F, Comment 0027-7; Section H, Comments 0027-2, 0027-6
0028	Alan Drago, Pacific Northwest 4-Wheel Drive Association	Section B, Comment 0028-2; Section H, Comment 0028-3
0029	Don Stafford	Section A – Requests for Extension
0030	Brian Hawthorne, Blue Ribbon Coalition	Section A – Requests for Extension; Section B, Comments 0030-2, 0030-3; Section C, Comment 0030-9; Section G, Comments 0030-1, 0030-5, 0030-6, 0030-7, 0030-8
0031	John B. O'Brien III	Section C, Comment 0031-3; Section H, Comment 0031-02
0032	Mike Mihelich, Kootenai Environmental Alliance	Section G, Comments 0032-3, 0032-4, 0032-5
0033	Greg Maas	Section A – Requests for Extension; Section B, Comment 0033-3; Section H, Comment 0033-2
0034	Terry Simpson	No comments specific to the EA; expressed desire that no lands/trails be closed.

**Table A-2. Disposition of Comments, by Letter Number, continued.**

Letter #	Author	For response, refer to...
0035	Karl Leavitt	No comments specific to the EA; expressed desire that trails be open to motorized use.
0036	Charles Corsi, Idaho Department of Fish & Game	Section D, Comments 0036-1, 0036-6; Section E, Comment 0036-2; Section I (Route Specific Comments); Section J (Proposal Specific Comments)
0037	Karl Rieger, Allsport/Honda-Polaris	Section A – Requests for Extension
0038	Lori Jordan	Section A – Requests for Extension
0039	Pat Jordan	Section A – Requests for Extension
0040	Randi Jordan	Section A – Requests for Extension
0041	Bill Root	Section D, Comment 0041 - 1
0042	Blake Griffiths	No comments specific to the EA; expressed desire that Chilco Trail remain open to motorized use.
0043	Anthony Cree	Section A – Requests for Extension

## Response to Comments

All comments received have been considered. Comments did not indicate a need to modify alternatives; to develop additional alternatives; or to supplement, improve or modify the analysis. Comments did result in a need for factual corrections and clarification (provided in Attachment B). The Team has addressed the remainder of the comments here, with an answer to the question and/or an explanation of where information can be found in the EA. Responses to comments have been organized by the following section headings:

- A. Requests for extension of the EA review period
- B. Motorized recreation needs
- C. Nonmotorized recreation needs
- D. Resource concerns (soils, wildlife, and aquatics)
- E. Seasonal restrictions
- F. Access to dispersed campsites
- G. Alternative development and analysis process
- H. Implementation and enforcement
- I. Route-specific comments or proposals

Under each category, comments are identified by their letter number and the comment number within their letter. For example, Comment 0002-1 refers to the first comment from Letter #0002.

## Section A. Requests for Extension of the Comment Period

Several comments requested that the EA review period be extended. (*Comment letters 0007, 0010-0026, 0029, 0030, 0033, 0037-0040, and 0043*)

After reviewing the notification provided to the public and the opportunities for involvement and comment, District Ranger Randy Swick determined that an extension of the comment period was not warranted. A letter was sent to those who had provided mailing addresses, with an email message to those who did not provide a physical mailing address. Letters were not mailed to those who did not include either type of address.

As documented in the EA (Appendix A), we provided extensive opportunities for the public to be involved in shaping the Travel Plan for the Coeur d'Alene River Ranger District. Between April and September, 2006, we held four public meetings to include the public in development of the proposal, with an average attendance of 57 people at each meeting. A wide variety of tools were used to notify the public of these meetings, including:

- *Letters to the public, starting with a mail list of 318 addresses*
- *Flyers posted at 40 to 50 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*
- *News releases to the Spokesman-Review, Coeur d'Alene Press, and Shoshone News-Press newspapers; KREM-2, KXLY-4, and KHQ-6 television stations; and KPBX radio station*

All of this occurred during development of the proposal. Formal scoping (defined by the Council on Environmental Quality 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) began nearly a year later, in March, 2007. Two more public meetings were held (April 10 and 12, 2007) to share information with the public. During scoping, 107 comment letters (including email) were received. During the following year, those comments and recommendations were used to refine the proposal, as described in the EA (Appendices A and E).

The EA was distributed in late April, 2008. In the cover letter provided with the EA, we recognized that review of the document could raise questions that needed answered before meaningful comments could be prepared. We encouraged members of the public to contact us with any questions, or to arrange a meeting if necessary. We also offered to hold two public forums later in the comment period; one in the Silver Valley and one in the Coeur d'Alene area.

The minimum review period for an environmental assessment is 30 days. However, to ensure the public had ample time to review the document, discuss their concerns within their organizations and with others, and obtain any additional information they might need in order to provide substantive comments, we set a 60-day comment period, which ended June 30.

With the exception of a couple of individuals, we did not receive questions or requests to meet with members of the public. As of mid-June, we had only received five letters regarding the project. The two open house meetings held on June 25 and 26, 2008 provided one last opportunity for folk to seek information and clarification prior to submitting meaningful, focused comments.

Of the 22 requests for extension, a number were form letters (letters using the same wording). Four were from people who participated in the process; the other 18 had not indicated an interest in the project or asked to be added to the project mail list during the two years that this project has been ongoing.

Travel planning is a continuing process. Unforeseen environmental impacts, changes in public demand, route reconstruction or construction, and monitoring results may lead to adjustments in designations. Information collected through user groups and individuals will also be useful in evaluating and revising the MVUM. 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 may require additional or supplemental analysis, including public involvement, as directed under the National Environmental Policy Act (NEPA). After initial publication, the maps will be re-published annually, reflecting any changes to designations since the last printing.

## Section B. Motorized Recreation Needs

**Comment 0006-1. Why can't ATVs use the roads that are designated for temporary closure because of lack of funds for brushing?**

*Based on the condition information available to the project team during development of the 2001 Travel Plan, there were several routes where brushing was believed to be the only improvement necessary to make them usable by ATVs. However, funding was not available to accomplish this brushing, and over time the condition of these routes has changed. Some may still only need brushing, while others are grown over with trees or the surface of the route may have eroded. Some of those that need only brushing were designated for ATV use under the Selected Alternative (EA, Appendix E, Table E-3). For example:*

- ♦ Roads 379, 610, and 258L (Proposal 1057)
- ♦ Roads 2346, 1532, and 1590 (Proposal 1058)
- ♦ Roads 1590, 794, 1560, 1560UA, and 1532 (Proposal 1070)

*On other routes, an assessment must be made to determine what improvements are necessary, or to at least accomplish the maintenance needed to ensure the routes are safe for public use.*

*As explained in this decision (Section 3.5) and the EA (Appendix D, Revision), designations of roads and trails for motorized vehicle use are not permanent. Unforeseen environmental impacts, changes in public demand, route construction, and monitoring results may lead the responsible official to consider revising designations as directed by the 2005 Travel Rule (36 CFR 212.54).*

**Comment 0006-2. While the recreational use in the CDA area has quadrupled and the number of ATVs is on the rise, the Fernan District has not provided the area necessary to control this use.**

*and*

**Comment 0006-4. We are taking the majority of our Panhandle forest and turning it into a roadless area when it should be managed for multiple use such as timber harvest and recreation to include motorized use.**

*and*

**Comment 0033-3. It is too bad that some FS districts are using the Travel Management Plan as a defacto Wilderness plan, without congress's or the people's consent.**

*The increases in area population and demand for all categories of outdoor recreation were recognized during alternative development (EA, pp. EA-1, EA-4, EA-32, EA-33). As demonstrated by the range of public comments received (DN, this attachment; and EA, Appendix A), some people feel there aren't enough motorized opportunities on the Coeur d'Alene River Ranger District, while others feel there are already too many motorized routes.*

*This travel planning effort has no connection to wilderness or roadless designation. Current regulations at 36 CFR part 295, which provide for allowing, restricting, or prohibiting motor vehicle travel, were developed when OHVs were less widely available, less powerful, and less capable of cross-country travel than today's models. Although current regulations prohibit trail construction (261.10[a]) and operation of vehicles in a manner damaging to the land, wildlife or vegetation (261.13[h]), these regulations have not proven sufficient to control proliferation of routes or environmental damage.*

*It is important to remember that there is a finite amount of land available to meet these demands. Rangers managing the 732,000-acre Coeur d'Alene Forest Reserve in 1901 administered the same lands managed by the Coeur d'Alene River Ranger District today. Land management designations and boundaries may be adjusted, but the mountains and valleys remain virtually unchanged in our lifetime. The land can only sustain a certain level of traffic before the water quality, fisheries and wildlife habitat, and other resources are impacted beyond an acceptable level. To offset the impacts of increases in motorized use and advances in technology, managing the amount and location of use on the Coeur d'Alene River Ranger District is our only recourse to protect the natural resources found there. The Selected Alternative was designed to provide a diversity of motorized use opportunities with consideration for non-motorized opportunities while balancing the needs of forest resources (Section 3.1).*

**Comment 0007-2.** There needs to be differing challenges for the 4-wheel drive experience to keep the users interested in recreating responsibly. I feel there needs to be some criteria established for 4-wheel drive trail designations. Other Forests have established easy, more difficult and most difficult. I have tried to convey this through this process and feel that the need for challenging trails has been discounted for the wrong reasons. Not every user has the same desires.

*and*

**Comment 0028-2.** It appears that in those cases where any real assessment was made, it was assumed that 4x4 trails would need to be built to the standards for high-clearance vehicle roads, rather than to the standards for Four Wheel Drive Ways as described in FSH 2309.18, Section 2.32c.

*As discussed in the EA (p. EA-28), the Coeur d'Alene River Ranger District commenced an extensive inventory of all of its official trail system in 1999. The inventory, which took five years to complete, was conducted by trained Forest Service employees who walked, measured, and compiled detailed notes on trail conditions, along with recommended maintenance prescriptions. As a result of this inventory, the District has detailed and reasonably current information on trail conditions (trail condition inventories are ongoing).*

*Trails designated by the Forest Service for 4-wheel drive use must comply with the guidance of Forest Service Handbook 2309.18., which provides standards for three categories of trails (easiest, more difficult, and most difficult (EA, p. A-13, Comment 4). Even the most difficult category has standards for safety and to protect natural resources. Of the proposals for 4-wheel drive routes that did not advance, many would have required improvements or earth-moving activities to comply with these standards, which is beyond the scope of this project (EA, p. EA-7). 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 specific proposals was provided in the EA, Appendix E, Table E-3). 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.*

*There are currently no routes designated for use by 4-wheel drive vehicles (EA, p. EA-36). With the prohibition of cross-country motorized travel, these vehicles would be confined to the open road system (EA, p. EA-36). Such a situation would obviously not meet the desire for routes that challenge their skills and equipment. Under the Selected Alternative, there will be a 45-mile trail system designated for 4-wheel drive use (shared with ATVs), with seasonal restrictions to protect natural resources (EA, p. EA-37).*

*The designations identified under this decision and on the subsequent Motor Vehicle Use Map (MVUM) are not permanent. Revisions may require additional or supplemental analysis, including public comment (EA, p. D-7).*

Comment 0008-3. ATV riding opportunities and non-motorized opportunities are expanded at the expense of motorcycle trail opportunities. While the travel rule offers the possibility of reopening some routes in the future, it has been our experience that every travel plan revision on the district has offered fewer and fewer motorized single-track trails.

*and*

Comment 0030-2. Motorcyclists are losing 75 miles, or 29.5% of the single-track trail mileage in the proposed action. And that's on top of what was closed in 1998 and 2001. This is a key flaw in the alternatives.

*and*

Comment 0030-3. We agree that some of the existing trails need work. But the EA offers few reasonable options other than closure. Closing a trail to motorized uses will not always stop the negative impacts. Without rehabilitation, soils still move into fisheries and, if people still use the trail as envisioned in this plan, wildlife will still be disturbed. The motorized users stand ready to bring the trail system up to snuff. Yet they must accept a 29% loss of opportunity.

*It is true that the miles of trail available exclusively for motorcycle use has declined (Table DN-5). In 1998, motorcycles had exclusive use of 274 miles of trails (EA, p. EA-13). Under the 2001 Travel Plan as amended, motorcycles had exclusive use of 231 miles of trails, (EA, p. EA-3). Under the Selected Alternative, motorcycles will have exclusive use of 179 miles of trail (EA, p. EA-15).*

*However, the total miles of trail available to motorcycles (trails with exclusive motorcycle use and those shared with other motorized vehicles) increased from 297 miles in 1998 to 521 miles under the 2001 Travel Plan as amended (Table DN-5). Under the Selected Alternative, the total miles of trail available to motorcycles would be 492 miles (Table DN-3; and EA, p. EA-15). In addition, the Laverne Creek ATV Trail will add nine miles available to both ATVs and motorcycles.*

*The Forest Service would agree that closure of trails to motorized use will not always stop all negative impacts. But closure of some single track trails, and roads, to the availability of public motor use will reduce erosion and sediment delivery and loss of habitat for riparian and aquatic species (See Cumulative Effects of Unauthorized/Authorized Motor Vehicle Use..., pp. EA-133). Single Track Trails and roads no longer designated for public motorized use become non-motorized trails or administrative use roads, unless scheduled for decommissioning (**decommissioning requires site-specific decisions that are separate from this travel plan decision**). Maintenance inventories, needs and treatment schedules for non-motorized or administrative use routes are tracked using the same data base as that used to track and schedule needs for routes designated for public motorized use.*

*The land can only sustain a certain level of traffic before the water quality, fisheries and wildlife habitat, and other resources are impacted beyond an acceptable level. People will have to share the trails in order to accommodate the increases in recreation demand.*

## Section C. Non-motorized Recreation Needs

Comment 0002-1. The EA does not call out the non-motorized character of the Fourth of July Park & Ski Area during the summer months. The EA should make a note of this point. At the very least the travel map should contain language that makes it clear to all forest users that the management direction of the area south of Interstate 90 is primarily non-motorized except for a few designated access routes and the Beauty Bay-Coeur d'Alene Mountain Road, and that the ski area's summer management is for the non-motorized sports of hiking, mountain biking, and horseback riding.

*and*

Comment 0008-23. A big problem with the proposed action is that it fails to display the range of non-motorized opportunities across the range of alternatives. Non-motorized recreationists are looking for dedicated opportunities across the range of Recreation Opportunity Spectrum.

*and*

Comment 0027-1. What steps will the district take to ensure that opportunities for quiet recreation are maintained and improved?

*and*

Comment 0030-9. If providing for non-motorized users (as opposed to considering the impacts to non-motorized users) is identified as a desired outcome of the planning process, then an accurate inventory of mountain bike and other non-motorized routes is critical for adequate analysis of impacts.

*and*

Comment 0031-3. Because of your somewhat primary focus on motorized use and users in the EA, the wording in the document gives me the impression you're treating non-motorized uses as leftovers once the motorized allocations are made. Maybe it's because of the framework you have to work under, but if you have any discretion, could you adjust the narrative to reflect a more equal standing for the two different uses – at least in principle?

*Designation of nonmotorized trails is not within the scope of this project (EA, p. EA-12); the purpose of the 2005 Travel Rule is to provide better and more consistent management of motor vehicle use on National Forests and National Grasslands. The Recreation Opportunity Spectrum (ROS) was used to measure the change between the balance of recreation uses (EA, p. EA-34). The ROS is a system for planning and managing recreation resources, recognizing recreation activity opportunities, recreation settings, and recreation experiences along a spectrum or continuum ranging from primitive, with no motorized uses, to urban, which is highly motorized (EA, p. EA-34).*

*In accordance, the Selected Alternative provides a diversity of motorized and non-motorized opportunities (EA, pp. EA-4, EA-43, EA-44). Designation of new routes for nonmotorized uses can still occur under individual project analyses (EA, p. D-7).*

Comment 0004-1. Consider designating and signing the Coal Creek and Graham Creek drainages as nonmotorized use only. These two uncut drainages have a fine trail system. ORV use on them is increasing.

*As explained in the EA (Appendix E, Table E-3, Proposal 1017), this proposal was not advanced because it connects to other motorized trails in the Graham Creek/Graham Ridge area, providing an efficient motorized 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.*

## Section D. Resource Concerns

Comment 0003-1. It is not a consideration of the assessment that certain soil types and areas may not be suitable for motorized use. The District should review the use of all motorized trails to initially ascertain if the topography and soils can sustain motorized use. The review should go on to assess if all motorized use is appropriate or whether motorcycles of more limited power are those which are acceptable.

*The 2005 Travel Rule does not require reconsideration of any previous administrative decisions (including travel plans) that allow, restrict or prohibit motor vehicle use on roads or trails (36 CFR 212.50), stating: "Reviewing and inventorying all roads, trails and areas without regard to prior travel management decisions and travel plans would be unproductive, inefficient, counter to the purposes of this final rule, and disrespectful of public involvement in past decision making."*

*In regard to proposed changes to the existing travel route, the initial (Level 1) Screening process (EA, p. EA-8) was used to set aside those proposals that would conflict with Forest Plan standards and guidelines that could not be mitigated (including soils standards). The Level 2 Screening subjected proposals to a more intense look and considered a number of environmental issues, including soils (EA, p. EA-9).*

Comment 0006-5. I realize the need for wildlife in our forests. I also know we have numerous acres set aside in the state of Idaho and a big part of that is in the panhandle portion as wilderness and roadless areas for a lot of these concerns. Are all of these birds and mammals at the verge of extinction or just not in abundance in the area. If that is the case, were they ever in abundance in this area?

*The Coeur d'Alene River Ranger District is required to manage the habitat of species listed for protection under the Endangered Species Act, Migratory Bird Treaty Act, Regional Sensitive Species list, Idaho Comprehensive Wildlife Conservation Strategy, and IPNF Forest Plan (EA, pp. EA-49, EA-50). 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 (EA, p. EA-46). The general goal of managing the habitat is to maintain their presence and avoid declines in populations (EA, Section 3.D.8).*

*The Forest Service analyzed effects to endangered, threatened, and sensitive species (disclosed in Chapter 3, Section 3.D.). Very few wildlife population studies have occurred on the Coeur d'Alene River Ranger District. Little is known about historic populations of most sensitive species, which have only been studied in recent years. For most of the wildlife species analyzed, no data are available on historic local populations. An assumption was made that populations of these species would respond the same as they have been documented to respond elsewhere in the western U.S. and Canada in comparable habitats under similar conditions.*

*The definition of an endangered species is "an animal or plant species in danger of extinction throughout all or a significant portion of its range." A threatened species is "an animal or plant species likely to become endangered within the foreseeable future throughout all or a significant portion of its range."*

*The gray wolf was widespread throughout most of the western United States before domestic livestock were brought in and predator-control programs hunted the wolf nearly to extinction. Grizzly bears and Canada lynx were much more numerous historically, prior to trapping and other human-caused mortality. Woodland caribou herds used to occur in the Coeur d'Alene Basin and farther south, but have been extirpated from those areas for several decades.*

*There is no designated wilderness on the Coeur d'Alene River Ranger District.*

**Comment 0006-7.** I do not see where the use of motorized vehicles would lead to increased issues any more than the weeds on non-motorized vehicles or horses that eat seeds and pass them on while on trails.

*The scope of this project did not include nonmotorized recreation (such as nonmotorized vehicles and horses). Because this project is based on motorized recreation use, that was the focus of the noxious weed analysis (EA, pp. EA-98, EA-99).*

**Comment 0036-1.** Wolf numbers have expanded on the District and likely will continue to do so even as they are de-listed. Currently there are no documented wolf dens or rendezvous sites in the analysis area; however there is one documented wolf pack on the District and there are likely others that have not been documented at this time.

*Idaho Department of Fish and Game's 2008 annual wolf conservation and management progress report (<http://fishandgame.idaho.gov/cms/wildlife/wolves/manage/08report/default.cfm>) identified two documented border packs (in Idaho and Montana). Along the Idaho-Montana border are the Pond Peak pack and the Mullan pack south of it. These are new wolf packs documented in 2008. A resident wolf pack (completely in Idaho) occurs south of Interstate 90, outside the project area.*

*The Forest Service will continue to cooperate with Idaho Department of Fish and Game in the management of wolf habitat and populations in Idaho.*

**Comment 0036-6.** This spring (2008) the Coeur d'Alene River watershed experienced flooding conditions comparable to the 1996 and 1997 flood events. Tributaries such as the NF Coeur d'Alene may experience declines in fish populations similar to the declines observed after the 1996-7 flooding; consider mentioning in the EA. Maintaining healthy habitat features for all of the life history forms appears to be an effective means of buffering the impacts of flooding or drought on populations.

*Snorkeling studies conducted by Idaho Department of Fish and Game in the North Fork Coeur d'Alene River over the last several years 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 consecutive year in 2006 (EA, p. EA-128). The flood event this year was half that of the 1996 floods, in terms of flow (32,000 vs. 70,000 cubic feet of water per second).*

**Comment 0041-1.** The Forest Service has purposely misrepresented and overestimated the elk habitat security in your Travel Plan proposal. Every other ranger district on the IPNFs considers a road closed to public use only when it has a gate or other barrier which is effective in preventing people from driving on it. To be consistent, the Coeur d'Alene River Ranger District should use the same approach. Before you release your final EA for your travel plan, please correct this oversight and show the actual amount of habitat which is unroaded and truly provides habitat security for wildlife. This will probably show that your proposal does not meet the forest plan standards for elk security.

*Forest plan goals for elk were a key parameter in developing the designated routes and seasonal use restrictions under the Selected Alternative. 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 conducted on the Coeur d'Alene River Ranger District in 1988-1990 (Leptih and Zager, PF Doc. WL-R214). Based on this analysis, the Selected Alternative as designed meets Forest Plan goals for elk (EA, 3.D.7 pp. EA-76, 79-81).*

*As noted in the implementation section (DN, Section 3.3), the Forest Service will use a combination of maps, signs (to provide information including regulations and prohibitions), barriers (gates, berms or other closure devices), and law enforcement to help users comply with the travel plan. It is recognized that some of these measures have varying degrees of effectiveness and tools such as*

signs and barriers are often subject to vandalism. As a result and consistent with the 2005 Travel Rule, the Motor Vehicle Use Map (MVUM) produced from the Selected Alternative will be the primary tool enforcing restrictions on motorized uses.

The 2005 Travel Rule places more responsibility on users to get motor vehicle use maps from Forest Service offices or websites, and to remain on routes designated for motor vehicle use. Once the map for the Coeur d'Alene River Ranger District is published (expected in 2009), the MVUM will be the prevailing tool for motorized users to reference in determining what routes are available to them. Those not complying with the MVUM are subject to enforcement actions. Current enforcement resources include Forest Service Law Enforcement and Forest Protection Officers, Idaho Department of Fish and Game Officers, and County Sheriff Deputies. In addition, the Selected Alternative proposes implementation and effectiveness monitoring that will help adapt the plan over time.

## Section E. Seasonal Restrictions

**Comment 0008-10.** We are concerned that seasonal closure dates (May 24<sup>th</sup> for roads and April 1<sup>st</sup> for trails) might be too early or late in the spring season. Snowpack and snow melt varies from year to year. Recreation traffic on wet and muddy trails can cause tread damage. The District should considering moving around the opening date to protect the route tread.

*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. Orders closing a route or area will be issued whenever 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 (EA, p. D-7).*

*Roads would not be opened any earlier in the spring than the dates identified, because annual snowmobile grooming is scheduled to occur through March 31.*

**Comment 0036-2.** Page EA-35 indicates that the season of use was established due to concerns that ATV use during the spring and fall hunting seasons might be detrimental to wildlife. Although there are spring hunting seasons for black bear and turkey, IDFG has not recommended any specific timing or road closures for hunting during the spring. If the Coeur d'Alene River Ranger District has concerns about ATV use during the spring hunting season they should be clearly stated. It has been our understanding that spring closures are more commonly in place to protect fragile road surfaces and adjacent areas, and in some instances to reduce disturbance to some wildlife species.

*The statement on EA-35 was indeed incorrect, as noted in Attachment B (Corrections and Clarifications).*

## Section F. Access to Dispersed Campsites

Comment 0008-8. The EA states, “vehicles would be allowed 300 feet off of designated routes for access to dispersed camp sites or incidental parking.” The Payette and Sawtooth NFs allow use 300 feet off of roads and 100 feet off trails. The Coeur d’Alene Ranger District should consider this standard in the final decision.

*and*

Comment 0027-7. The 300-foot exception to the prohibition on cross-country travel for the purpose of dispersed camping raises serious concerns about impacts to river and stream corridors on the district – areas which are extremely popular with recreationists and campers. Many of these streams are listed for sediment impairment and/or contain populations of westslope cutthroat trout – a Forest Service “sensitive species.” We also believe that the 300-foot buffer conflicts with guidance provided by former Chief Dale Bosworth, who said that exemptions for dispersed camping should be applied “sparingly” to prevent undermining the purposes of the Rule. We request that the district immediately undertake an effort to designate specific dispersed camping sites and associated access routes in coordination with release of the travel plan. As an example of where this is already being done, we point to the Salmon-Challis National Forest. This is the direction the Coeur d’Alene River Ranger District should be moving in.

*The EA specifically addressed off-road travel by motorized vehicles (EA, pp. EA-10, EA-11), but did not address off-trail motorized use. As a result of these comments, the project team gave additional consideration to the trails issue. There are dispersed camping areas along trails designated for motorized use (for example, on the Independence Creek Trail 22 and St. Joe Divide ATV trail systems). Such camps are typically established during hunting season, and are generally less than 100 feet from the trail. This is due in part to the topography on the Coeur d’Alene River Ranger District, where trails are typically located on steep slopes in draw bottoms or along ridge tops. Based on this additional consideration, it was decided that:*

- ♦ *motorized use off designated roads will be limited to 300 feet for access to existing dispersed camping or incidental parking sites*
- ♦ *motorized use off designated trails will be limited to 100 feet for access to existing dispersed camping or incidental parking sites*

*The preceding restricts this use to existing dispersed sites. Even so, if the access results in resource damage, such as rutting, fording of streams, crossing wet meadows, creating new unauthorized routes, spreading noxious weeds, or similar resource impacts, motorized access to the dispersed camp would be restricted under authority of 36 CFR 261.55.*

*Restrictions (per 36 Code of Federal Regulations [CFR] 261) have already been identified for site-specific locations to address violations of the Forest 14-day camping limit; motorized access or camping-related damage to forest resources; and compliance with Forest Service direction to protect Research Natural Areas (RNAs), sensitive vegetation, fragile riparian areas, or other unique features. Sites where access to or use of dispersed sites are currently restricted include are listed in Section 3.2 (Access to Dispersed Sites).*

*Over 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 (EA, p. EA-133).*

## Section G. Alternative Development and Analysis Process

Comment 0005-1. By not including winter travel planning, the Proposed Action will continue to allow resource damage from unregulated over snow vehicle use; will continue to allow existing user conflicts between over-snow vehicles use and quiet, non-motorized recreational users to persist indefinitely; gives over-snow vehicle travel preferential treatment amongst other motorized users who have to obey the “closed unless open” policy; does not meet either the spirit or the letter of Executive Orders 11644 and 11989; and does not provide a record of the decision made not to include winter season/over-snow vehicle use as implied by the 2005 Travel Management Rule.

*Over-snow travel represents a different set of management issues and environmental impacts than other types of motor vehicles. Unlike other motor vehicles traveling cross-country, over-snow vehicles generally do not create a permanent trail or have a direct impact on soil and ground vegetation. Therefore, the 2005 Travel Rule exempted over-snow vehicles from the mandatory designation scheme provided for under §212.51, but retains a managers’ ability to allow, restrict, or prohibit snowmobile travel as appropriate on a case-by-case basis (§212.81). Management of winter recreational use will continue to be an important issue on the Coeur d’Alene River Ranger District.*

Comment 0008-1. We encourage the travel planning team to become more familiar with cooperating agency regulations. Cooperating agency status allows the IDPR to work with the district to minimize potential conflicts. We believe that the ID Team could have benefited from our participation.

*The Council on Environmental Quality defines the role of the lead agency and any cooperating agencies (40 CFR 1508.5; FSH 1909.15, Chapter 10, Section 11.31). The intent is to emphasize agency cooperation early in the NEPA process. The Idaho Panhandle National Forests and its’ districts work with the Idaho Department of Parks & Recreation (IDPR) on multiple levels throughout the planning, implementation, monitoring, and revision stages of both programmatic (Forest-wide) and site-specific projects. IDPR officials are on every project mailing list for the Coeur d’Alene River Ranger District, and are routinely contacted by the Forest Service to discuss specific concerns. IDPR was initially contacted regarding this travel planning effort in April 2006. As documented in the Project Files (Public Involvement), the project team provided opportunities for IDPR officials to participate in this project through letters, telephone calls, field trips, and other meetings.*

Comment 0008-5. One problem with the Starting Option is that it did not consider unauthorized (user-created) routes. The 2005 Motor Vehicle Use Rule allows the district to consider unauthorized routes. As the district’s transportation system evolved, some routes remained on the transportation database and others were dropped. If the dropped routes did not receive rehabilitation, it is likely that they continued to be used by recreationists. Routes such as these deserve some sort of analysis to determine whether they should be part of the transportation system or rehabilitated.

*and*

Comment 0009-1. All routes, including all “user created” routes must be considered in the designation process.

*and*

Comment 0030-7. The EA incorrectly refuses to even consider designation of “user-created routes.” This approach is far short of the discretion and statutory right afforded the agency, and fails to acknowledge the Travel Management Rule’s guidance on such routes, which actively encourages enthusiasts to submit information for such routes as was apparently done to the District. The District has broad discretion in evaluating site-specific characteristics associated with designation of any particular route, but cannot summarily refuse to even consider all user-created routes in the manner stated in the EA.

*To be considered for designation, a user-created route must comply with Forest Service standards for safe use by the proposed vehicle class (EA, p. EA-8). There are several actions that must occur to ensure compliance. The Forest Service must assess the route's suitability and need 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. Accomplishing these tasks was not possible within the timeframe allowed the Forest Service by the 2005 Travel Rule and 2005 court decision. As explained in the EA, the District will work with user groups and others to identify user-created routes and consider them on a site-specific basis for possible designation in the future (EA, pp. EA-8, A-15).*

**Comment 0008-6.** The EA analyzes only two alternatives. Scoping comments on a travel plan produces comments from citizens demanding more motorized opportunities, the same motorized opportunities, or less motorized opportunities. The EA should reflect those scoping comments through range of alternatives. Instead, the EA dismisses many comments because of one reason or another. The planning team should have analyzed a greater range of alternatives.

*and*

**Comment 0030-5.** The process described on page E-4 is not alternative development. Alternatives are properly formed to provide a range of alternatives that respond to the planning issues identified in the scoping process. The agency here has set up an unlawful "screen scheme" that unlawfully narrowed the range of alternatives.

*The National Environmental Policy Act requires consideration of a reasonable range of alternatives (EA, p. EA-10). Alternatives for this project were developed based on existing conditions, Forest Plan goals and objectives, and public concerns and recommendations (EA, pp. EA-5 through EA-9).*

*With 732,000 acres of National Forest System lands on the Coeur d'Alene River Ranger District, there are an endless number of variations of designated routes and travel management considerations (EA, p. EA-5). 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 (DN, Section 2.7). A starting option was needed 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 was selected as a starting option because it provided a uniform strategy across the district for managing motorized travel in balance with other resource management needs and agency direction; it was developed with significant public involvement and environmental analysis; and it was in alignment with Forest Plan direction (EA, p. EA-10).*

*The 1998 Travel Plan Environmental Assessment and the subsequent 2003 Amendment Decision Memo (PF Doc. PIC-109) formed the basis for the 2001 Travel Plan as amended. The supporting records for these projects were reviewed, leading to the conclusion that the alternatives analyzed during these projects did not warrant further consideration (EA, p. EA-10). 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 virtually non-responsive.*

*The Proposed-Action Alternative was designed to provide a diversity of motorized and non-motorized opportunities while balancing the needs of forest resources (Section 3.1). The upfront collaborative effort with interested publics resulted in about 200 new proposals regarding 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. Rationale for those not incorporated into the Proposed-Action Alternative is provided in the EA, Appendix E. The range of alternatives is appropriate given the scope of the proposal and the purpose and need for action (EA, Section 1.C.).*

Comment 0030-1. We would like to incorporate by reference the Panhandle Trail Riders Association December 18, 2007 letter to the agency regarding several issues related to the Travel Plan Project. We request that the decision maker carefully review the letter and incorporate it into the record.

*The December 18, 2007 letter was considered and is part of the Project File (Public Involvement, PF Doc. PIC-152).*

Comment 0030-6. The Level 1 screening process is flawed as a matter of law. The agency simply refused to even consider certain routes that could have been components in a viable alternative. For example, “[a]ny proposals not consistent with Forest Plan standards...could not advance.” However, forest plans are common in projects of this nature, and applicable regulation states: *[I]f an existing or proposed use, project, or activity is not consistent with the applicable plan, the Responsible Official may take one of the following steps, subject to valid, existing rights: (1) Modify the project or activity to make it consistent with the applicable plan...; (2) Reject the proposal or terminate the project or activity...; (3) Amend the plan contemporaneously with the approval of the project or activity so that it will be consistent with the plan as amended. The amendment may be limited to apply only to the project or activity.* Even a route proposal that squarely contradicts a Forest Plan standards cannot summarily dismissed on that basis alone, for the Forest Plan standard could be amended, designating such a route for travel.

*Forest Plan standards do not directly designate routes for travel. Standards are set to protect resources such as wildlife, fisheries, water quality, and soils. The responsible official is required to consider effects to such resources, with the objective of minimizing effects. If designation of a route would result in such standards not being met, there would need to be a compelling reason for going ahead with the designation and Forest Plan amendment. Whenever possible, the project team attempted to mitigate the impact by providing other routes through the same area (routes which, due to their location or condition, would not have as great an impact). As stated in the comment, modification is one of the steps the responsible official may take to make it consistent with the applicable Forest Plan. Rejecting the proposal is also an option – the rationale for why specific proposals were not advanced is provided in the EA, Appendix E.*

Comment 0030-8. There is a problem with how the agency describes the scope of this project. Is this a motorized travel plan? Or is it a comprehensive recreation plan, where routes will be provided for mountain bikes, hikers and equestrians? The Proposed Action, alternatives, analysis and the rationale summary indicate the agency might be attempting a comprehensive motorized and non-motorized travel plan. If this is the case, the decisions contemplated by the agency were not properly or adequately disclosed to the public and additional analysis is required. Under the Travel Management Rule, impacts to non-motorized visitors must be disclosed, analyzed and considered in the decision-making process. The comprehensive nature of this process mandates the agency disclose, analyze and consider the impacts of non-motorized uses (as well as impacts to non-motorized users).

*From early collaborative efforts through scoping, alternative development, analysis, documentation (Project Files, Public Involvement), it was very clearly stated that the Travel Plan project was intended to comply with direction of the 2005 Travel Rule to designate those roads, trails and areas designated for motorized vehicle use, and identify those routes on a Motor Vehicle Use Map (EA, pp. EA-3, EA-4). Designation of nonmotorized trails is not within the scope of this project (EA, p. EA-12), but can still occur under individual project analyses (EA, Appendix D, p. D-7).*

*The Selected Alternative does not encourage or discourage motor vehicle use, but rather designates roads and trails for motorized use. A well-designed system of routes designated for motorized use can reduce maintenance needs and environmental damage, while enhancing the recreational experience for all users, both motorized and nonmotorized.*

*Effects of designating a route for motorized use (including effects on nonmotorized users) were considered in the recreation analysis (EA, Section 3.C.). The analysis used the Recreation Opportunity Spectrum (ROS) methodology to measure changes in the balance between motorized use and opportunities for solitude and quiet enjoyment of the outdoors through nonmotorized use (EA, p. EA-34). Predicted effects of the alternatives are discussed in the EA (Sections 3.C.6; Section 3.C.7 and 3.C.8).*

**Comment 0032-3.** The DN and FONSI must include expert agency comments that indicate whether the Proposed-Action Alternative is in full compliance with all applicable NFMA regulations.

*Compliance with the National Forest Management Act is addressed in this decision (Section 4.3).*

**Comment 0032-4.** The DN and FONSI is required to include expert agency comments that indicate the direct and cumulative impacts of the Proposed-Action Alternative is in full compliance with watershed conservation standards, including section 313 of the Clean Water Act. The Forest Service must ensure that it does not engage in any activity that may result in water degradation.

*and*

**Comment 0032-5.** The DN and FONSI is required to include high-quality information that indicates the fish passage barriers located within the Travel Access Management Area are not in compliance with IPNF Forest Plan Fish Standard #4.

*Consistency of the alternatives with laws, regulations and policy regarding aquatic concerns (including the Clean Water Act) is addressed in the EA (pp. EA-136 through EA-139). The routes on the Coeur d'Alene River Ranger District designated for public motorized use have been field-reviewed and inventories have been conducted using standard fish barrier data collection protocol (EA, p. EA-138).*

*Idaho "Rules Pertaining to the Idaho Forest Practices Act" at IDAPA 20.02.01.040.02f explicitly state, "On existing roads that are not reconstructed or damaged by catastrophic events, landowners or operators are encouraged, but not required, to replace or provide mitigation for culverts that do not provide for fish passage in accordance with Subsection 040.02.e.i. or cannot carry the fifty (50) year peak flow of Subsection 040.02.e.ii." The Forest Service continues to systematically inventory, prioritize and remedy human-caused fish barriers on the Coeur d'Alene River Ranger District. Culverts and bridges known to be barriers will be addressed under separate site-specific NEPA analysis (EA, p. EA-138) as funding and opportunities allow.*

## **Section H. Implementation and Enforcement**

**Comment 0003-2.** We have witnessed a decline in enforcement on the District over the past years as use has grown dramatically. The Forest Service must invest in enforcing its regulations or its management will not succeed. Resources may have to be shifted from activities like timber harvest to support the enforcement that will protect the lands the Forest Service is charged to manage.

*Forest Service law enforcement officers 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 (EA, p. D-2).*

*Applicable state laws regulate licensing, noise, safe operation of vehicles, damaging roads and 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 (EA, p. D-1). These are considered “strict liability” prohibitions, and it is primarily the National Forest user’s responsibility to know and adhere to these regulations.*

**Comment 0008-4.** The new Motor Vehicle Use Maps are great for an enforcement tool, but useless for navigation purposes. Idaho Department of Parks and Recreation is working to provide recreationists with the ability to create their own maps online. The information from this travel plan will be essential in providing a map that the average visitor can understand. We look forward to working with the district to provide an understandable travel map.

*The Motor Vehicle Use Map (MVUM) must be consistent with national standards governing content, presentation, and data. As directed by the 2005 Travel Rule, the MVUM will be a single-purpose, inexpensive-to-produce, black-and-white map displaying those roads and trails designated for motor vehicle use. Routes not designated for motor vehicle use will not be shown on the MVUM.*

*We agree that current standards may not provide all of the information desired by forest visitors (such as recreational facilities and trails designated for nonmotorized use). The MVUM is not intended to convey visitor information or to replace other visitor maps. Visitors will likely need the Forest visitor map to provide the information needed for recreation facilities and other sites of interest.*

*We would be happy to work with Idaho Department of Parks & Recreation to facilitate public understanding of motorized route designations on the Coeur d’Alene River Ranger District.*

**Comment 0008-14.** The recreation surveys and registration statistics combined with the recreation opportunities indicates that the Coeur d’Alene River Ranger District is a major destination for Northeast Washington and North Idaho residents. Given the existing budget limitations and increased recreation demand, the district should be looking at ways to expand both motorized and non-motorized recreation opportunities in a cost-effective manner. The Idaho Department of Parks and Recreation has three grant funding sources to construct and reconstruct trails (Off Road Motor Vehicle, Recreation Trails Program, and Motorbike Recreation Fund). When a trail is closed to motorized use, the Recreation Trails Program is the only grant source the district can apply for to reconstruct the trail. If the district keeps the trail open, all three funding sources can be used. In addition, the Trail Ranger and Trail Cat Programs can only be used on trails open to motor vehicles. The trails proposed for non-motorized might disappear in the future due to a lack of trail maintenance funding and personnel.

*The Selected Alternative was designed to provide a diversity of motorized use opportunities with consideration for non-motorized opportunities while balancing the needs of forest resources (Section 3.1). Funding is a key factor in designating and managing recreation facilities on the Coeur d’Alene River Ranger Districts, and the District and its users have appreciated the funds made available through partnerships. However, management is not based solely on funding, but must also consider the need to protect natural resources such as aquatics, soils, wildlife. While the Motor Vehicle Use Map will be reviewed annually and could be modified, there will likely need to be trade-offs to maintain consistency with standards designed to protect wildlife and other natural resources. For example, in the future if additional miles of trail are designated for motorized use in an area where wildlife security is of concern, designation of another trail in that habitat unit may have to be changed to nonmotorized, to comply with applicable standards.*

**Comment 0027-2.** Dispersed ORV route networks as envisioned by the district are likely to result in increased user conflicts – in most situations the better course of action is to keep these uses separate.

*The Selected Alternative establishes connections between trail systems, and emphasizes the development of loop trails. Public safety would be increased by separation of full-sized vehicles from smaller vehicles on several routes (EA, p. EA-16) and application of mixed-use analysis where appropriate (DN, p. DN-13).*

**Comment 0027-6.** Apparently when the Forest Service applies for and receives grants from the Idaho Department of Parks and Recreation for maintenance or construction of ORV routes, Parks & Rec asserts that such routes cannot be closed without reimbursing the department – the net effect being that motorized trails which were “upgraded” with the use of ORMV funds can never go back to being non-motorized. We respectfully request that the Forest Service practice openness and transparency by disclosing the potential expenditures of funds granted by the IDPR in scoping for all future designation, maintenance and construction projects.

*The Forest Service makes appropriate use of all sources of available funding, including agreements with Idaho Department of Parks and Recreation, user groups, and others. Agreements such as grants for trail maintenance or construction cannot bind the Forest Service in future management of the route. When activities are proposed for trail maintenance or construction, the source of funding is not always known. When it is known, it is disclosed.*

**Comment 0028-3.** Several proposals to allow 4x4 vehicles on existing ATV trails (Trails 16, 16A, 107, 111, 128 and/or 226) were not advanced due to the investments made to make the trails safe for ATV use and a 10-year commitment to provide maintenance funded by grants. Allowing use by 4x4s would not preclude use by ATVs and thus would not negate the investment nor the commitment to provide maintenance. Without more information about the grants I cannot tell whether they would preclude 4x4 use on these trails.

*The type of vehicles allowed on designated routes is based on user safety considerations and maintenance standards (EA, p. EA-15). There is a difference in the specifications for trails to be used by ATVs and those to be used by 4-wheel drive vehicles. ATV trails are designed for vehicles 50 inches or less in width (EA, pp. EA-12, EA-26). Four-wheel drive vehicles (including utility-type vehicles) usually exceed 50 inches in width, which makes them unsuited for use on designated ATV trails (EA, p. EA-36).*

*If an ATV trail were determined to be suitable for 4-wheel drive use, reconstruction may be needed where trail segments are not wide enough to accommodate vehicles larger than ATVs. Engineering survey and design, public involvement, a detailed proposed action, assessment of environmental effects, and documentation under the National Environmental Policy Act would all need to occur before the change in designation could be made. As stated in the EA, accomplishing these tasks was not possible within the timeframe allowed by the 2005 Travel Rule and 2005 court decision, which is why many of those proposals were not advanced.*

**Comment 0031-2.** I know you're trying to keep the peace with motorcycle users, but how about also mentioning hikers' work on and affinity for Trail 14? I know of numerous hikers who would volunteer to care for the trail if they knew motorized users wouldn't cause excessive damage to their work the way they have in the past. I'm curious whether the trail pictures (page EA-40) were taken after the (mostly) hiker volunteers did all the trail work in the late 1990s and early 2000s?

*The Forest Service appreciates the many groups who provide volunteer assistance in constructing, improving, and maintaining roads and trails. Without the support of these groups, public access and recreational opportunities would be more limited. Over the past several years, clean-up and trail improvement activities have been accomplished by nonmotorized organizations such as Spokane Mountaineers and local Boy Scouts of America troops, as well as area individuals (Jack O'Brien has been relentless in his efforts). There are many more individuals who take the time to clean up the trail on their own, and their work goes unrecognized. There is no doubt that volunteers of both the nonmotorized and motorized communities are vital to the trail maintenance program.*

**Comment 0033-2.** I remind the FS that if a trail is removed from ORV access we (various ORV clubs) can (or will not out of principle) no longer volunteer to clear it.

*The Forest Service has appreciated the efforts of organizations to maintain trails, and understands that motorized-use groups may not have an interest in maintain routes designated for non-motorized use only. Designation of trails is based not only on the ability for keeping it maintained, but whether it is having negative impacts on resources. The Proposed-Action Alternative was designed to provide a diversity of motorized and non-motorized opportunities while balancing the needs of forest resources (Section 3.1). In some cases, protection of the resource warranted closure of certain routes, as explained in the EA (Appendix E).*

## **Section I. Route- and Proposal-specific Comments**

The Bureau of Land Management (Comment Letter #0001) provided comments regarding specific routes on the Coeur d'Alene River Ranger District that continued on to BLM lands. Their concerns primarily related to segments where the Forest Service and BLM designation and/or terminology were not consistent. Based on subsequent discussions between the Travel Plan project leader and representatives of BLM, the two agencies will work together to develop common terminology, provide clarification, and to close off illegally-pioneered routes that cross the land management boundary (PF Doc. PIC-176, PIC-177).

In addition to their comments already addressed earlier in this attachment, the Idaho Departments of Parks and Recreation (Comment Letter #0008) and Fish and Game (Comment Letter #0036) provided further comments regarding specific proposals (PF Doc. PIC-176, 178, 179). Their comments have been considered, and in some cases led to correction or clarification as discussed in Attachment B.

# ATTACHMENT B

## Modifications and Corrections

---

This attachment to the decision identifies specific modifications to the Proposed-Action Alternative that are incorporated into the Selected Alternative, and corrects errors in the April 2008 Travel Plan Environmental Assessment (EA). Not every typographical error or omission is addressed; only that information which requires a factual correction or addition to be accurate.

### Modifications to the Proposed-Action Alternative

#### Access for Dispersed Camping

Under the Proposed-Action Alternative, dispersed camping would be restricted to within 300 feet of designated roads (EA, Section 2.B.4, p. EA-14). However, as designed, the Proposed Action did not address dispersed camping adjacent to designated trails. After considering local topographic limitations and the location of existing dispersed sites adjacent to trails, the Project Team recommended that **motorized use off designated trails be limited to 100 feet for access to existing dispersed camping and incidental parking sites** (see Section 3.1, p. DN-7).

#### Seasonal Use Designations

In setting dates for seasonal restrictions on roads designated for motorized use, it was intended that those roads be available during both the Memorial Day and Labor Day weekends. Under the Proposed-Action Alternative, motorized travel was restricted on specific roads from September 8 through May 24 (EA, Section 2.B.4, p. EA-15). However, Memorial Day weekend sometimes occurs earlier than that. In response, the seasonal dates have been modified so that **motorized travel is restricted on specific roads from September 8 through May 21** (see Section 3.1, p. DN-8). The effect of the change in dates is within the scope of the environmental analysis, and would not change any effects determinations.

#### Road FH9-GUA

Under the Proposed-Action Alternative, Road FH9-GUA in Granite Gulch was restricted to administrative use. However, that designation does not provide legal access on the 200-300 foot segment needed to reach Trail 140, which is designated for motorcycle use. Therefore, under the Selected Alternative this segment of Road FH9-GUA will be displayed as **part of** Trail 140.

## Corrections to the EA

### Corrections to Chapter 2 (Alternatives)

- Page EA-11 (Section 2.B.2, Features Common to Alternatives – Access to Dispersed Sites)

The third bullet currently reads, “Independence Camp at the end of Road 925, trailhead for *Trail 2*,” (emphasis added). The correct the text should be, “Independence Camp at the end of Road 925, trailhead for *Trail 22*...” (emphasis added).

- Page EA-13 (Section 2.B.3, Description of the No-Action Alternative)

In Table EA-2, the statement “Includes 23 miles of road restricted to *vehicles ≤ 50 inches wide*” (emphasis added) should have instead read, “Includes 23 miles of road restricted to ATV use.”

- Page EA-16 (Section 2.C.2, Wildlife Concerns – Summary Comparison of Effects)

The second paragraph under 2.C.2 Threatened and Endangered Wildlife, should end with the following statement:

*“Idaho Department of Fish and Game's 2008 annual wolf conservation and management progress report identified two documented border packs (in Idaho and Montana). Along the Idaho-Montana border are the Pond Peak pack, and the Mullan pack south of it. These are new wolf packs documented in 2008. A resident wolf pack (completely in Idaho) occurs south of Interstate 90, outside the project area.”*

The third paragraph under 2.C.2 Threatened and Endangered Wildlife, should be replaced with the following paragraphs:

*“Lynx distribution and population in the project area are unknown. Based on limited habitat and only one confirmed report of a lynx in recent years, the lynx population is believed to be very low. Lynx habitat is sparse and widely scattered, therefore the Forest Service in cooperation with the U.S. Fish and Wildlife Service has determined there are no Lynx Analysis Units (LAUs) on the Coeur d’Alene River Ranger District (PF Doc. WL-R290, WL-R291, WL-R292, WL-R293 and WL-R294). Several unverified sightings of lynx have been documented in the last decade in the project area, but only one lynx report has been proven based on genetic testing of a hair sample in 2007.*

*Implementation of either alternative would have no effect on the Canada lynx, based on the lack of lynx habitat and lack of data to indicate that forest roads affect lynx or their habitat (PF Doc. WL-R275, WL-191).”*

### Corrections to Chapter 3 (Affected Environment & Predicted Consequences)

- Page EA-35 (Section 3.C.5(C) - Trails)

The last sentence of the last paragraph reads, “This restriction was established due to concerns that ATV use during the spring and fall hunting seasons might be detrimental to wildlife.” The sentence is inaccurate and should instead read, “**This restriction was established due to concerns that ATV use during the fall hunting season might be detrimental to wildlife.**” The spring restriction is intended to protect sensitive soils in the event that spring snowmelt conditions occur late and use by vehicles could result in excessive damage to the surface of the route (see Section 3.2, p. DN-8, Features of the Selected Alternative – Seasonal Restrictions).

- **Page EA-37 (Recreation Opportunity Spectrum (ROS) Classes under the No-Action Alternative) and Page EA-38 (Figure REC-11, Recreation Opportunity Spectrum [ROS] class)**

It was discovered after release of the Travel Plan Project Environmental Assessment that the label "No-Action" was incorrectly used to identify the current ROS status. The current acres in each ROS class were assessed for the existing conditions based on the 2001 Travel Plan as amended. To correctly label the current conditions and comparison of the conditions to the Proposed-Action Alternative the title "No-Action" should be replaced with "Existing Conditions." If implemented, the No-Action Alternative (i.e. 1998 Travel Plan), would potentially have designated motorized use of over 4,000 miles of roads and trails. Based on the ROS assessment for the existing condition there would be a greater number of acres classified as *semi-primitive motorized* than would be classified under the Proposed-Action Alternative. Given that the No-Action Alternative would designate more miles of road and trail for motorized use than the current travel plan, it can be inferred that the acres of *semi-primitive motorized* class would also be greater.

- **Page EA-47 (Section 3.D.1 - Introduction)**

In the first paragraph under "Mortality Risk," the following sentence should be deleted: "Idaho Department of Fish and Game manage populations of game species such as elk and American marten through hunting and trapping regulations."

- **Page EA-52 (Section 3.D.5[A] – Wildlife Species Not Analyzed in Detail)**

In Table WL-3, the rationale for eliminating grizzly bear from detailed analysis should include the following statement:

*"In fall of 2007, a grizzly bear sow and cub were transported from the vicinity of Noxon, Montana and released on the Stateline near Porcupine Pass. The bears travel a short distance into Idaho before turning around and returning to Montana."*

- **Page EA- 53 (Section 3.D.5[B], Wildlife Species Analyzed in Detail)**

In Table WL-5, the rationale for detailed analysis of gray wolf should be replaced with the following:

*"Wide ranging species, Idaho/Montana divide identified as important for travel. Idaho Department of Fish and Game's 2008 annual wolf conservation and management progress report identified two documented border packs (in Idaho and Montana). Along the Idaho-Montana border are the Pond Peak pack, and the Mullan pack south of it. These are new wolf packs documented in 2008. A resident wolf pack (completely in Idaho) occurs south of Interstate 90, outside the project area."*

The source for this statement is the Idaho Department of Fish and Game website:

<http://fishandgame.idaho.gov/cms/wildlife/wolves/manage/08report/default.cfm>

The fourth paragraph (directly beneath Table WL-5), should be replaced by the following:

*"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). On April 2, 2009 the U.S. Fish and Wildlife Service published in the Federal Register the final rule to delist the gray wolf in the northern Rockies, which includes all of Idaho. This rule became effective May 4, 2009 (U.S. Fish and Wildlife Service, 4/4/09; PF Doc. WL-R301, PF Doc. WL-185).*

- **Page EA-55 (Section 3.D.5[B], Wildlife Species Analyzed in Detail)**

The sixth paragraph (directly following Table WL-7) includes the sentence, “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.” In their comments, the Idaho Department of Fish and Game indicated the statement should more accurately read:

*“The Forest Service, Idaho Department of Fish and Game, University of Idaho, Bureau of Land Management, and Plum Creek Timber Company cooperatively developed a methodology for analyzing the effects of motorized traffic on elk behavior (Leege 1984; PF Doc. WL-213). This methodology is supported by the Idaho Department of Fish and Game and the US Forest Service as appropriate for this analysis in the Coeur d’Alene Mountains.”*

- **Page EA-84 (Section 3.D.7(G), Cumulative Effects to Wildlife)**

In the discussion of cumulative effects to Coeur d’Alene Salamander, the paragraph includes the sentence, “The *Laverne ATV* project is estimated to result in a loss of 0.5 acre of Coeur d’Alene salamander habitat,” (emphasis added). This statement is incorrect – the Laverne ATV project would have no impact to Coeur d’Alene salamander habitat.

- **Page EA-109 (Section 3.E.7, References Cited in the Analysis of Noxious Weeds)**

The list of references cited included some references that were not cited for this analysis. The corrected list of references is provided in the Noxious Weeds project file. In addition, the following reference should have been included, but was inadvertently omitted:

*USDI, 2007. US Fish and Wildlife Service, Biannual Forest Wide Species list. Reference number #FWS 1-9-08-SP-0067 (File #105.0100). Upper Columbia Basin Field Office, Spokane, Washington.*

## Corrections to Appendix A (Public Involvement)

- **Page A-9**

Table A-2, Letter 0104: Idaho Department of Fish and Game has requested that the parenthesized wording “and multiple proposals as noted in appendix E, Table E-3” be deleted from the third column. The IDFG did not propose routes; they simply made recommendations on proposals forwarded to them by the Forest Service.

- **Page A-13**

In the response to Comment 5, the third sentence reads, “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,” (emphasis added). The road number is incorrect; the sentence should read, “Based on the available information the Forest Service acknowledges that use of Road **1568** may cause an indirect effect by allowing human access near the falls.”

## Corrections to Appendix E (Proposal Disposition Rationale)

- Page E-4, Table E-3

For Proposal 1001B, disposition in the first column currently reads, "Advanced Indirectly." It should be corrected to show that this proposal was "Not Advanced." The rationale summary in the last column correctly explains that, under the existing situation (2001 Travel Plan as amended), the eastern segment of the road is already nonmotorized, and the western section is designated for motorized use. Neither designation was changed by the Proposed Action.

For Proposal 1069, the rationale summary in the last column does not clearly explain that the Proposed Action would designate Echo Peak Road 2340 as an alternative route to the Road 616 system routes that were proposed. Additional discussion is provided in EA Appendix C, p. C-3.

For Proposal 1070, the following clarification is provided: The purpose of advancing this proposal was to create a motorized loop in an area where there were several proposals from the public. Only one designation change on a road in the headwaters of Iron Creek is being advanced by this proposal, and it is a substitute to the route that the proponent identified (i.e. the upper segment of Road 1560, between the junctions of Roads 1550/1560 and 258). The proponent had displayed the location of a route composed of several administrative-use roads that did not provide a connection between Roads 1560 and 258. Rather than abandon the concept of developing a loop route, the project team substituted Road 1560 (already designated for ATV use) for the routes that were not feasible. Refer also to the corrections identified for Roads 1550 and 1560 (EA Appendix C, p. C-2).

For Proposal 1233, disposition in the first column currently reads, "Not Advanced." It should be corrected to show that this proposal was "Advanced." The rationale summary in the last column should have stated: "We recommended that specific segments of this proposal be advanced based on the following: Implementation would involve designation for full-sized vehicle (i.e. four-wheel drive trail) use of the segments of Road 2339 and 2339C that are currently designated for ATV use, segment of Road 2337 from its intersection with Road 2339 to Kelly Mountain. The segment of this proposal from Fernan Saddle to Treasure Mountain is an unauthorized route and could not be considered for advancement without Forest Service determination of feasibility and consistency with the Forest Plan. The proposed segment from Kelly Mountain south to Road 499 has been decommissioned and would required reconstruction before it could be considered for motorized use. IDFG was in agreement with the concept of this proposal (PF Doc. PIC-61)."

For Proposal 1275: In the third column, the current designation is identified as "ATV Use." This should be changed to the correct designation of, "ATV Use (seasonal)."

For Proposal 1300, the following clarification is provided: Along with Trail 133, Roads 6531AUA, 3025UDE, 3025UD, and 3025UA (designated for administrative use only) would be proposed for 4-wheel drive use in order to create a loop system.

For Proposal 1317, the route identification in the fifth column from the left currently reads, "Trail 990, Roads 943A, 943C, 1569, 1569E, 6300," (emphasis added). It should be corrected to read, Trail 990, Roads 943A, 943C, **1569A**, 1569E, 6300."

# ATTACHMENT C

## Monitoring

---

### Introduction

The 2005 Travel 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 36 CFR 212.52; the requirements for coordination with Governmental entities in 36 CFR 212.53, and the criteria in 36 CFR 212.55. The revisions are to be reflected on an MVUM pursuant to 36 CFR 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:** Monitor motorized routes (roads + trails) to document recent changes such as installation of new barriers, broken gates, etc. Update GIS database with changes.

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, restricted to administrative use only, restricted to seasonal use. Monitoring will be emphasized in EHUs with the lowest Elk Habitat Potential relative to the Forest Plan 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 Michael J. and Lisa Bate, and Wisdom 2007 (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 25% of district roads and trails annually (standard deferred maintenance surveys on Maintenance Level 3, 4, and 5 roads), and review closure devices on at 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: District wide, especially areas where there has been resource damage from unauthorized motor vehicle use, i.e. powerline 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 Restricted Road Access Permit forms to document work related motorized use. Employee generated access permits are to be returned to the wildlife biologist following use of each road.

Employees shall fill out EMS CAR forms to document breaches of existing gates or barriers on roads designated for administrative use only. Wildlife personnel will review EMS forms in order to compile estimates of unauthorized use of restricted use roads or trails.

In addition to the availability of EMS forms for breaches employees shall report observations of, actual or past unauthorized use (such as tire tracks around gates or barriers), to the wildlife biologist and law enforcement personnel. Reports should be documented in the form of e-mail notifications, or copies of incident reports or issued citations.

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: For the purpose of assessing changes if District wide Elk Habitat Potential, if reoccurring motorized use is observed on a restricted road or trail, the route will be consider open to motorized use until actions are implemented to effectively manage the restriction.

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 6<sup>th</sup>-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 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.

**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 6<sup>th</sup>-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.

# ATTACHMENT D

## Routes Designated for Motorized Access

---

The following tables identify specific routes designated for public motorized use under the Selected Alternative. The first two tables display each road designated for motorized use:

- ♦ Table D-1: Roads designated for motorized use by all vehicles, without seasonal restrictions
- ♦ Table D-2: Roads designated for motorized use by all vehicles, May 22 through September 7

Designations for trails are provided in the remaining six tables:

- ♦ Table D-3: Trails designated for 4-wheel drive use without seasonal restrictions
- ♦ Table D-4: Trails designated for 4-wheel drive use on a seasonal basis
- ♦ Table D-5: Trails designated for ATV use without seasonal restrictions
- ♦ Table D-6: Trails designated for ATV use from April 1 through September 7
- ♦ Table D-7: Trails designated for motorcycle use without seasonal restrictions

Under the Selected Alternative, none of the trails designated for motorcycle use are restricted on a seasonal basis. For all routes, in the event that damage is occurring, temporary restrictions in use may be implemented under the authority of 36 CFR 261.55.

It took five large maps to display route designations under the Selected Alternative at a scale that was readable. Due to their size, the maps are not included with the Decision Notice, but are incorporated by reference. Maps depicting route designations are available on the internet ([www.fs.fed.us/r1/ipnf/projects/travel\\_plan](http://www.fs.fed.us/r1/ipnf/projects/travel_plan)), on compact disk upon request, and in printed format for viewing at the Coeur d'Alene River Ranger District's Fernan Office (2502 East Sherman Avenue, Coeur d'Alene) and Silver Valley Office (173 Commerce Drive, Smelterville).

**Table D-1. Roads designated for all motorized uses, without seasonal restrictions.**

ROAD #	ROAD NAME	CURRENT OPERATIONS MAINTENANCE LEVEL
151	FALLS CREEK	3 - SUITABLE FOR PASSENGER CARS
152	EAST EAGLE CREEK (From Road 1551 to Road 430)	3 - SUITABLE FOR PASSENGER CARS
202	WOLF LODGE	3 - SUITABLE FOR PASSENGER CARS
205	SPRUCE RIDGE (From Road 903 to Road 3099)	3 - SUITABLE FOR PASSENGER CARS
205	SPRUCE RIDGE (From Road 332 to Bishop Saddle)	1 - BASIC CUSTODIAL CARE (CLOSED)
206	RAILROAD GRADE	3 - SUITABLE FOR PASSENGER CARS
207	BROWN CREEK DOWNEY CREEK (From County Road 503 to Forest Road 1569)	3 - SUITABLE FOR PASSENGER CARS
208	COEUR D'ALENE RIVER	5 - HIGH DEGREE OF USER COMFORT
208A	BIG HANK MEADOWS	2 - HIGH CLEARANCE VEHICLES
208UL	BIG HANK MEADOWS	1 - BASIC CUSTODIAL CARE (CLOSED)
209	N . FK . COEUR D'ALENE RIVER (From County Road 503 to Forest Road 385)	5 - HIGH DEGREE OF USER COMFORT
240	SPRUCE CREEK (From Road 3099 to the trailhead of Trail 452)	3 - SUITABLE FOR PASSENGER CARS
257	OMAHA CREEK (From Road 400 to Road 1005)	3 - SUITABLE FOR PASSENGER CARS
258	CROOKED RIDGE	3 - SUITABLE FOR PASSENGER CARS
259	WALL RIDGE (From the County Road to Forest Road 3010; and from Road 3010 to Road 202)	3 - SUITABLE FOR PASSENGER CARS
260	GRIZZLY RIDGE (From Road 2347 to Road 422)	3 - SUITABLE FOR PASSENGER CARS
261	LEIBERG RIDGE	3 - SUITABLE FOR PASSENGER CARS
264	BIG CREEK ROAD	3 - SUITABLE FOR PASSENGER CARS
265	SPYGLASS	3 - SUITABLE FOR PASSENGER CARS
266	REVETT LAKE	3 - SUITABLE FOR PASSENGER CARS
270	CLEE CREEK BLOOM PEAK (From Road 978 to Road 430)	3 - SUITABLE FOR PASSENGER CARS
271	TWO MILE	3 - SUITABLE FOR PASSENGER CARS
306	UPPER COEUR D'ALENE	3 - SUITABLE FOR PASSENGER CARS
323	LITTLE BUMBLEBEE	3 - SUITABLE FOR PASSENGER CARS
330	POLARIS PEAK	2 - HIGH CLEARANCE VEHICLES
332	BUNCO-HIGH DRIVE (From Road 205 to the Bunco Parking Lot)	3 - SUITABLE FOR PASSENGER CARS
335	COUGAR PEAK	3 - SUITABLE FOR PASSENGER CARS
378	HOGBACK RIDGE (At Road 614)	3 - SUITABLE FOR PASSENGER CARS
379	CASCADE PICNIC	3 - SUITABLE FOR PASSENGER CARS
385	NORTH CHILCO	3 - SUITABLE FOR PASSENGER CARS
392	HUDLOW	3 - SUITABLE FOR PASSENGER CARS
400	STEAMBOAT FLAT CREEK	3 - SUITABLE FOR PASSENGER CARS
406	HAYDEN LAKE DIVIDE	3 - SUITABLE FOR PASSENGER CARS
407	HAMILTON INDEPENDENCE (From Road 436 to Trail 323)	2 - HIGH CLEARANCE VEHICLES
409	WEST FK STEAMBOAT CREEK	3 - SUITABLE FOR PASSENGER CARS
409A	BROWN GRIZZLY	3 - SUITABLE FOR PASSENGER CARS
411	LONE CABIN CREEK	3 - SUITABLE FOR PASSENGER CARS
412	SHOSHONE CREEK	3 - SUITABLE FOR PASSENGER CARS
413	MARIE SADDLE (From County Road 10 to Forest Road 434; and from Road 2358 to Road 209)	3 - SUITABLE FOR PASSENGER CARS
422	LEIBERG MAGEE	4 - MODERATE DEGREE OF COMFORT
424	MOON-DOBSON	3 - SUITABLE FOR PASSENGER CARS
428	BADGER MOUNTAIN	2 - HIGH CLEARANCE VEHICLES
429	DUDLEY CREEK	3 - SUITABLE FOR PASSENGER CARS
434	SKOOKUM SADDLE	3 - SUITABLE FOR PASSENGER CARS
430-1, 430-2	CLARK FORK CDA DIVIDE	2 - HIGH CLEARANCE VEHICLES

**Table D-1. Roads designated for all motorized uses, without seasonal restrictions (continued).**

ROAD #	ROAD NAME	CURRENT OPERATIONS MAINTENANCE LEVEL
436	HAMILTON MOUNTAIN	2 – HIGH CLEARANCE VEHICLES
437	HAYDEN CREEK (From the County Road to Road 1507)	3 – SUITABLE FOR PASSENGER CARS
438	BEAUTY CREEK (From Highway 97 to Forest Road 614)	4 – MODERATE DEGREE OF COMFORT
439	MT COEUR D’ALENE	3 – SUITABLE FOR PASSENGER CARS
442	LOST CREEK	3 – SUITABLE FOR PASSENGER CARS
453	PLEASANT CREEK (From Road 438 to Road 439)	3 – SUITABLE FOR PASSENGER CARS
499	BLUE CREEK	3 – SUITABLE FOR PASSENGER CARS
513	YELLOW DOG (From Road 1566 to Road 400)	3 – SUITABLE FOR PASSENGER CARS
534	CASCADE MAGEE	3 – SUITABLE FOR PASSENGER CARS
534SC	CASCADE SHORTCUT	2 – HIGH CLEARANCE VEHICLES
539	ROSE CREEK	3 – SUITABLE FOR PASSENGER CARS
596	DECEPTION CREEK (From Road 992 to Road 2360)	2 – HIGH CLEARANCE VEHICLES
600	SPION KOP (From Road 208)	3 – SUITABLE FOR PASSENGER CARS
602	SHOSHONE RIDGE	3 – SUITABLE FOR PASSENGER CARS
609	BIG HANK CAMPGROUND	4 – MODERATE DEGREE OF COMFORT
610	GURLEY SADDLE	3 – SUITABLE FOR PASSENGER CARS
612	CDA DECEPTION CREEK	5 – HIGH DEGREE OF USER COMFORT
614	DIVIDE	3 – SUITABLE FOR PASSENGER CARS
615	GLIDDEN LAKE	3 – SUITABLE FOR PASSENGER CARS
620	CHARACTER RIDGE	3 – SUITABLE FOR PASSENGER CARS
621	HALIFAX (From Road 335 to Road 621A)	3 – SUITABLE FOR PASSENGER CARS
621A	HALIFAX	2 – HIGH CLEARANCE VEHICLES
622	GRIZZLY FACE	3 – SUITABLE FOR PASSENGER CARS
794	IRON CREEK (From Road 209 to Road 1560)	3 – SUITABLE FOR PASSENGER CARS
794	IRON CREEK (From Road 1560 to Road 258)	2 – HIGH CLEARANCE VEHICLES
796	BUMBLEBEE CREEK	3 – SUITABLE FOR PASSENGER CARS
798	LAVERNE CREEK (From Road 209 to Road 919)	3 – SUITABLE FOR PASSENGER CARS
801	FALLS CREEK POWER LINE	3 – SUITABLE FOR PASSENGER CARS
802	VENUS CREEK	3 – SUITABLE FOR PASSENGER CARS
804	MINERS CREEK	3 – SUITABLE FOR PASSENGER CARS
805	WEST FORK EAGLE CREEK	3 – SUITABLE FOR PASSENGER CARS
806	LINFOR LOOP	2 – HIGH CLEARANCE VEHICLES
812	LEIBERG-TEPEE CREEK (From Road 422 to Road 260)	3 – SUITABLE FOR PASSENGER CARS
900	LONG TOM	3 – SUITABLE FOR PASSENGER CARS
903	UPPER SNOW	3 – SUITABLE FOR PASSENGER CARS
904	GOOSE CREEK (From Road 258 to Road 1520)	3 – SUITABLE FOR PASSENGER CARS
911	POTTER CREEK	3 – SUITABLE FOR PASSENGER CARS
917	HONEYSUCKLE CAMPGROUND	4 – MODERATE DEGREE OF COMFORT
918	RESERVE DIVIDE	3 – SUITABLE FOR PASSENGER CARS
919	SOUTH LAVERNE	3 – SUITABLE FOR PASSENGER CARS
925	INDEPENDENCE CREEK	3 – SUITABLE FOR PASSENGER CARS
933	SCOTT GULCH (From County Road 456 to Forest Road 1586)	3 – SUITABLE FOR PASSENGER CARS
943	URANUS CREEK	3 – SUITABLE FOR PASSENGER CARS
944	DAM CREEK (From Road 442 to Road 6519)	3 – SUITABLE FOR PASSENGER CARS
945	HAYSTACK CR & FALLS CR (From Road 412 to Road 6500)	3 – SUITABLE FOR PASSENGER CARS
946	MONTGOMERY RIDGE	3 – SUITABLE FOR PASSENGER CARS
947	SUNDAY GULCH	3 – SUITABLE FOR PASSENGER CARS

**Table D-1. Roads designated for all motorized uses, without seasonal restrictions (continued).**

ROAD #	ROAD NAME	CURRENT OPERATIONS MAINTENANCE LEVEL
950	SOUTH FORK FALLS CREEK (From Road 151 to Road 951)	3 – SUITABLE FOR PASSENGER CARS
951	SOUTH FALLS CREEK CUTOFF	3 – SUITABLE FOR PASSENGER CARS
953	DAGO PEAK	2 – HIGH CLEARANCE VEHICLES
957	HEAD OF WHITE CREEK	3 – SUITABLE FOR PASSENGER CARS
959	CAN CREEK	3 – SUITABLE FOR PASSENGER CARS
961	SCOTT CREEK	3 – SUITABLE FOR PASSENGER CARS
965	BLACK CANYON (From Road 1005 to Road 335)	3 – SUITABLE FOR PASSENGER CARS
975	HULLIMAN CREEK	3 – SUITABLE FOR PASSENGER CARS
978	BOBTAIL CUTOFF	3 – SUITABLE FOR PASSENGER CARS
985	DRY GULCH	3 – SUITABLE FOR PASSENGER CARS
990	URANUS PEAK (From Road 943 to Road 991)	3 – SUITABLE FOR PASSENGER CARS
991	URANUS RIDGE CONNECTION	3 – SUITABLE FOR PASSENGER CARS
992	DIVIDE PEAK (From Road 430 to Road 600)	3 – SUITABLE FOR PASSENGER CARS
993	YELLOWDOG CONNECTION	3 – SUITABLE FOR PASSENGER CARS
994	HEAD OF DOWNEY (From Road 1569 to Road 993)	3 – SUITABLE FOR PASSENGER CARS
1005	BIG BOB CUTOFF	3 – SUITABLE FOR PASSENGER CARS
1503	PIPE CREEK (From Road 151 to Road 975)	3 – SUITABLE FOR PASSENGER CARS
1504	HAWKSEYE CUTOFF	3 – SUITABLE FOR PASSENGER CARS
1507	UPPER LEWELLING	3 – SUITABLE FOR PASSENGER CARS
1511	SPADES CONNECTION	3 – SUITABLE FOR PASSENGER CARS
1520	UPPER INDEPENDENCE	3 – SUITABLE FOR PASSENGER CARS
1521	LITTLE TEPEE (From Road 323)	1 – BASIC CUSTODIAL CARE (CLOSED)
1530	SAGE SADDLE	3 – SUITABLE FOR PASSENGER CARS
1532	MOOSE CREEK (From Road 425 to Road 534)	3 – SUITABLE FOR PASSENGER CARS
1532	MOOSE CREEK From Road 425 to Road 794)	2 – HIGH CLEARANCE VEHICLES
1533	BUCKSKIN	3 – SUITABLE FOR PASSENGER CARS
1535	HORSE RIDGE	3 – SUITABLE FOR PASSENGER CARS
1545D	MILL CREEK	3 – SUITABLE FOR PASSENGER CARS
1550	SOLITAIRE SADDLE	1 – BASIC CUSTODIAL CARE (CLOSED)
1551	JACK WAITE FORKS	2 – HIGH CLEARANCE VEHICLES
1552	HOLLISTER MOUNTAIN	3 – SUITABLE FOR PASSENGER CARS
1566	WEST FORK DOWNEY (From Road 513 to Road 1568)	3 – SUITABLE FOR PASSENGER CARS
1568	LOWER CONNECTION (From Road 1566 to Fern Falls)	3 – SUITABLE FOR PASSENGER CARS
1569	DEVIL'S ELBOW	3 – SUITABLE FOR PASSENGER CARS
1575	BEAUTY-CEDAR (From Road 438)	3 – SUITABLE FOR PASSENGER CARS
1587	CANYON FORKS CREEK	3 – SUITABLE FOR PASSENGER CARS
1601	SERVICE CREEK	3 – SUITABLE FOR PASSENGER CARS
2322	CAPITOL HILL	3 – SUITABLE FOR PASSENGER CARS
2329	UPPER MARTIN CREEK	3 – SUITABLE FOR PASSENGER CARS
2349	OREGON TOBOGGAN	2 – HIGH CLEARANCE VEHICLES
2352	MCRAE CREEK	3 – SUITABLE FOR PASSENGER CARS
2354	LAKE ELSIE	2 – HIGH CLEARANCE VEHICLES
2354UI	LAKE ELSIE	2 – HIGH CLEARANCE VEHICLES
2358	LOWER JOHNS CREEK	2 – HIGH CLEARANCE VEHICLES
2360A	SPION KOP ROCK	2 – HIGH CLEARANCE VEHICLES
2361	CEDAR CREEK (From Road 424 to Road 957)	3 – SUITABLE FOR PASSENGER CARS

**Table D-1. Roads designated for all motorized uses, without seasonal restrictions (continued).**

ROAD #	ROAD NAME	CURRENT OPERATIONS MAINTENANCE LEVEL
2367	BEETLE CREEK	3 - SUITABLE FOR PASSENGER CARS
2369	BUMBLEBEE PEAK	2 - HIGH CLEARANCE VEHICLES
2374	BERLIN FLATS CAMPGROUND	4 - MODERATE DEGREE OF COMFORT
2376	MT PULASKI	2 - HIGH CLEARANCE VEHICLES
2378	FASET PEAK	2 - HIGH CLEARANCE VEHICLES
2387	POLARIS LOOKOUT	2 - HIGH CLEARANCE VEHICLES
3010	BROWN-WILLIAMS	3 - SUITABLE FOR PASSENGER CARS
3018	MOKINS BAY CAMPGROUND	4 - MODERATE DEGREE OF COMFORT
3025	MULLAN STATE LINE	3 - SUITABLE FOR PASSENGER CARS
3026	RAILROAD GRADE	2 - HIGH CLEARANCE VEHICLES
3097	4TH JULY-COPPER CREEK	3 - SUITABLE FOR PASSENGER CARS
3099	INDEPENDENCE BEAVER	3 - SUITABLE FOR PASSENGER CARS
6310	TEPEE CREEK	3 - SUITABLE FOR PASSENGER CARS
6500	LITTLE HAYSTACK MOUNTAIN	3 - SUITABLE FOR PASSENGER CARS
6519	MIDDLE DAM CREEK	3 - SUITABLE FOR PASSENGER CARS
6532	DAISY GULCH	3 - SUITABLE FOR PASSENGER CARS
6534	WEST NINEMILE	3 - SUITABLE FOR PASSENGER CARS
6749	SHORT CREEK	3 - SUITABLE FOR PASSENGER CARS
7623	CANYON CREEK	3 - SUITABLE FOR PASSENGER CARS

**Table D-2. Roads designated for all motorized uses, May 25 through September 7.**

ROAD #	ROAD NAME	CURRENT OPERATIONS MAINTENANCE LEVEL
209F	BUMBLEBEE MEADOWS	1 - BASIC CUSTODIAL CARE (CLOSED)
209G	BUMBLEBEE MEADOWS	1 - BASIC CUSTODIAL CARE (CLOSED)
209H	BUMBLEBEE MEADOWS	1 - BASIC CUSTODIAL CARE (CLOSED)
209I	BUMBLEBEE MEADOWS	1 - BASIC CUSTODIAL CARE (CLOSED)
209J	BUMBLEBEE MEADOWS	1 - BASIC CUSTODIAL CARE (CLOSED)
209K	BUMBLEBEE MEADOWS	1 - BASIC CUSTODIAL CARE (CLOSED)
209L	BUMBLEBEE MEADOWS	1 - BASIC CUSTODIAL CARE (CLOSED)
209M	BUMBLEBEE MEADOWS	2 - HIGH CLEARANCE VEHICLES
259	WALL RIDGE (From its junctions with Road 259 and Road 3010)	2 - HIGH CLEARANCE VEHICLES
259D	WALL RIDGE	2 - HIGH CLEARANCE VEHICLES
413Q	MARIE SADDLE	2 - HIGH CLEARANCE VEHICLES
413U	MARIE SADDLE	2 - HIGH CLEARANCE VEHICLES
902	MONUMENT REMOTE	2 - HIGH CLEARANCE VEHICLES
965	BLACK CANYON	3 - SUITABLE FOR PASSENGER CARS
1005A	BIG BOB CUTOFF	2 - HIGH CLEARANCE VEHICLES
1005C	BIG BOB CUTOFF	2 - HIGH CLEARANCE VEHICLES
1547	EIGHTY DAY CREEK	2 - HIGH CLEARANCE VEHICLES
1602	UPPER FERN	2 - HIGH CLEARANCE VEHICLES
1603	RANTENAN	2 - HIGH CLEARANCE VEHICLES
1604	MILITARY DRAW	2 - HIGH CLEARANCE VEHICLES
3010	BROWN-WILLIAMS	2 - HIGH CLEARANCE VEHICLES
3097B	GIMLET CREEK	1 - BASIC CUSTODIAL CARE (CLOSED)
3097E	GIMLET CREEK	1 - BASIC CUSTODIAL CARE (CLOSED)
3097G	GIMLET CREEK	1 - BASIC CUSTODIAL CARE (CLOSED)
3097H	GIMLET CREEK	1 - BASIC CUSTODIAL CARE (CLOSED)
6538	SILVER SUMMIT	2 - HIGH CLEARANCE VEHICLES
6636	LITTLE SCOTT CREEK	2 - HIGH CLEARANCE VEHICLES
6923	LOWER FLAT CONNECTION	1 - BASIC CUSTODIAL CARE (CLOSED)
6924	LOWER SADDLE TIE	2 - HIGH CLEARANCE VEHICLES
7016	UPPER BIG BOB	2 - HIGH CLEARANCE VEHICLES

**Table D-3. Trails designated for 4-wheel drive vehicle use without seasonal restrictions (all miles are shared with ATVs and motorcycles).**

ROUTE #	ROUTE NAME	CURRENT OPERATIONS MAINTENANCE LEVEL
1525	SOLITARE CREEK (From Road 1560 to Road 6728)	2 - HIGH CLEARANCE VEHICLES
1560	SILVER RUN (From Road 794 to Road 1550)	2 - HIGH CLEARANCE VEHICLES
2337	KELLY MOUNTAIN	1 - BASIC CUSTODIAL CARE (CLOSED)
2339	TREASURE MOUNTAIN	1 - BASIC CUSTODIAL CARE (CLOSED)
3025UA, 3025UB	MULLAN STATELINE SPUR	1 - BASIC CUSTODIAL CARE (CLOSED)
3025UD	MULLAN PASS ALTERNATE	1 - BASIC CUSTODIAL CARE (CLOSED)
3025UDB, 3025UDC, 3025UDE	SOUTH FORK CDA SPUR	1 - BASIC CUSTODIAL CARE (CLOSED)
TRAIL 7	STATELINE	3 - HEAVY MAINTENANCE
TRAIL 133	LITTLE NORTH FORK (Road 6531 is the first segment of the trail)	3 - HEAVY MAINTENANCE
6531AUA	LITTLE NORTH FORK	1 - BASIC CUSTODIAL CARE (CLOSED)
6728	SOB CREEK (from Road 1525 to Road 332)	2 - HIGH CLEARANCE VEHICLES

**Table D-4. Trails designated for 4-wheel drive vehicle use on a seasonal basis (all miles are shared with ATVs and motorcycles).**

ROUTE #	NAME	CURRENT OPERATIONS MAINTENANCE LEVEL
343	GEORGE GULCH	1 - BASIC CUSTODIAL CARE (CLOSED)
979	HEAD OF AVERY CREEK	1 - BASIC CUSTODIAL CARE (CLOSED)
270	CLEE CREEK BLOOM PEAK (From its junction with Road 978 to its junction with Road 979)	1 - BASIC CUSTODIAL CARE (CLOSED)

**Table D-5. Trails designated for ATV use without seasonal restrictions (all miles are shared with motorcycles).**

ROUTE #	ROUTE NAME	CURRENT OPERATIONS MAINTENANCE LEVEL
16	ST. JOE DIVIDE	1- OPENING
16A	RED OAK	1- OPENING
39	CRANKY GULCH	1- OPENING
106	LAKE ELSIE	1- OPENING
107	STRIPED PEAK	1- OPENING
111	DOT CREEK	1- OPENING
113	SILVER HILL	1- OPENING
115	LOST LAKE	1- OPENING
128	BOULDER CREEK	1- OPENING
226	DAM CREEK DIVIDE	1- OPENING
578	HULLIMAN RIDGE TRAIL	1- OPENING
798	LAVERNE CREEK	1 - BASIC CUSTODIAL CARE (CLOSED)
802	CANFIELD-HORSE HAVEN	1- OPENING
1513	HUCKLEBERRY RIDGE	1 - BASIC CUSTODIAL CARE (CLOSED)
1560	SILVER RUN (From its junction with Road 1550 to its junction with Road 258)	1 - BASIC CUSTODIAL CARE (CLOSED)
1562	SOUTH CANFIELD (From Nettleton Gulch to Road 1593)	2 - HIGH CLEARANCE VEHICLES
1562A	SOUTH CANFIELD (From Road 1562 to Road 1535)	3 - SUITABLE FOR PASSENGER CARS
1590	CATARACT CONNECTION (From its junction with Road 1532 to its junction with Road 258)	1 - BASIC CUSTODIAL CARE (CLOSED)
1593	DRY-STATE	1 - BASIC CUSTODIAL CARE (CLOSED)
1593A	DRY-STATE	1 - BASIC CUSTODIAL CARE (CLOSED)
1593B	DRY-STATE	1 - BASIC CUSTODIAL CARE (CLOSED)
1593C	DRY-STATE	1 - BASIC CUSTODIAL CARE (CLOSED)
1593P	DRY GULCH BYPASS	1 - BASIC CUSTODIAL CARE (CLOSED)
1604UA, 1604UG	MILITARY DRAW	1 - BASIC CUSTODIAL CARE (CLOSED)
2320	SKITWISH RIDGE	1 - BASIC CUSTODIAL CARE (CLOSED)
2340	ECHO PEAK	2 - HIGH CLEARANCE VEHICLES
2358A, 2358AUC, 2358AUA	LOWER JOHNS CREEK	1 - BASIC CUSTODIAL CARE (CLOSED)
3001	BUMBLEBEE RIDGE	1 - BASIC CUSTODIAL CARE (CLOSED)
3001A	BUMBLEBEE RIDGE	1 - BASIC CUSTODIAL CARE (CLOSED)
3001C	BUMBLEBEE RIDGE	1 - BASIC CUSTODIAL CARE (CLOSED)
3001D	BUMBLEBEE RIDGE	1 - BASIC CUSTODIAL CARE (CLOSED)
6001	BUNCO BY PASS	2 - HIGH CLEARANCE VEHICLES
6514	CHUTE CREEK	1 - BASIC CUSTODIAL CARE (CLOSED)

**Table D-6. Trails designated for ATV use from April 1 through September 7 (all miles are shared with motorcycles).**

ROUTE #	ROUTE NAME	CURRENT OPERATIONS MAINTENANCE LEVEL
151	KINGS PASS SUNSET PEAK	2 - NORMAL
236	MASON CREEK	1 - BASIC CUSTODIAL CARE (CLOSED)
258UL, 258ULA	LAVOIE	1 - BASIC CUSTODIAL CARE (CLOSED)
379A, 379UA, 379UL	CASCADE - GURLY	1 - BASIC CUSTODIAL CARE (CLOSED)
413F	MARIE SADDLE	1 - BASIC CUSTODIAL CARE (CLOSED)
458	STEAMBOAT-COUGAR RIDGE	CONVERTED ATV (WF STEAMBOAT REHAB)
623	HILL	CONVERTED ATV (WF STEAMBOAT REHAB)
813	MONUMENT LOOP	1 - BASIC CUSTODIAL CARE (CLOSED)
931	HEMLOCK-LAVERNE	2- HIGH CLEARANCE VEHICLES
933	SCOTT GULCH (From Road 1586 to Road 2361)	2 - HIGH CLEARANCE VEHICLES
978B	BOBTAIL CUTOFF	1 - BASIC CUSTODIAL CARE (CLOSED)
999	SOUTH SIDE INDEPENDENCE	1 - BASIC CUSTODIAL CARE (CLOSED)
1505	IDAHO GULCH	2 - HIGH CLEARANCE VEHICLES
1516	JOHN'S DRAW	1 - BASIC CUSTODIAL CARE (CLOSED)
1586	DEER KID	2 - HIGH CLEARANCE VEHICLES
1537	FELDER-BARRYMORE	1 - BASIC CUSTODIAL CARE (CLOSED)
1537A	FELDER-BARRYMORE	1 - BASIC CUSTODIAL CARE (CLOSED)
1544	NORTH FORK LAVERNE	1 - BASIC CUSTODIAL CARE (CLOSED)
1605	MURRAY	1 - BASIC CUSTODIAL CARE (CLOSED)
1606	LINDBERG CREEK	1 - BASIC CUSTODIAL CARE (CLOSED)
1606C	LINDBERG CREEK	1 - BASIC CUSTODIAL CARE (CLOSED)
2318	STONEY CREEK	1 - BASIC CUSTODIAL CARE (CLOSED)
2334	COPPER MTN CONNECTION	1 - BASIC CUSTODIAL CARE (CLOSED)
2359	HAYSTACK MOUNTAIN	1 - BASIC CUSTODIAL CARE (CLOSED)
2359A	HAYSTACK LOOP	1 - BASIC CUSTODIAL CARE (CLOSED)
2392	EAST LITTLE GUARD	1 - BASIC CUSTODIAL CARE (CLOSED)
3014	FISHER CREEK	1 - BASIC CUSTODIAL CARE (CLOSED)
3093	MASON BYPASS	1 - BASIC CUSTODIAL CARE (CLOSED)
3094	MARIE CONNECTION	1 - BASIC CUSTODIAL CARE (CLOSED)
3098	COPPER MOUNTAIN	1 - BASIC CUSTODIAL CARE (CLOSED)
6323	SUNSHINE	CONVERTED ATV (WF STEAMBOAT REHAB)
6328	BLUE SKY	1 - BASIC CUSTODIAL CARE (CLOSED)
6328A	BLUE SKY	1 - BASIC CUSTODIAL CARE (CLOSED)
6421	FELDER RIDGE	1 - BASIC CUSTODIAL CARE (CLOSED)
6523	DAM CREEK CONNECTION	1 - BASIC CUSTODIAL CARE (CLOSED)
6623	BRIER PATCH	CONVERTED ATV (WF STEAMBOAT REHAB)

**Table D-7. Trails designated for motorcycle use without seasonal restrictions (use restricted to motorcycles only).**

ROUTE #	ROUTE NAME	CURRENT OPERATIONS MAINTENANCE LEVEL
3	GOOSE CREEK	2 - NORMAL
30.A	CANFIELD MOUNTAIN TRAIL SYSTEM	1- OPENING
30.B	CANFIELD MOUNTAIN TRAIL SYSTEM	1- OPENING
30.C	CANFIELD MOUNTAIN TRAIL SYSTEM	
30.D	CANFIELD MOUNTAIN TRAIL SYSTEM	1- OPENING
30.1	CANFIELD MOUNTAIN TRAIL SYSTEM	
30.2	CANFIELD MOUNTAIN TRAIL SYSTEM	
30.3	CANFIELD MOUNTAIN TRAIL SYSTEM	1- OPENING
30.4	CANFIELD MOUNTAIN TRAIL SYSTEM	1- OPENING
30.5	CANFIELD MOUNTAIN TRAIL SYSTEM	1- OPENING
30.6	CANFIELD MOUNTAIN TRAIL SYSTEM	1- OPENING
7	STATELINE	2 - NORMAL
30.7	CANFIELD MOUNTAIN TRAIL SYSTEM	1- OPENING
30.8	CANFIELD MOUNTAIN TRAIL SYSTEM	1- OPENING
30.9	CANFIELD MOUNTAIN TRAIL SYSTEM	1- OPENING
30.10	CANFIELD MOUNTAIN TRAIL SYSTEM	1- OPENING
30.11	CANFIELD MOUNTAIN TRAIL SYSTEM	1- OPENING
Rd1559A	STACEL DRAW	1- OPENING
Rd1559K	STACEL DRAW	1- OPENING
Rd1562	SOUTH CANFIELD	1- OPENING
Rd1562J	SOUTH CANFIELD	1- OPENING
Rd1562K	SOUTH CANFIELD	1- OPENING
Rd1562M	SOUTH CANFIELD	1- OPENING
Rd1562N	SOUTH CANFIELD	1- OPENING
Rd1562S	SOUTH CANFIELD	1- OPENING
Rd1562T	SOUTH CANFIELD	1- OPENING
17	GRAHAM RIDGE	2 - NORMAL
18	GRAHAM-COAL CONNECTION	2 - NORMAL
22, 22A	INDEPENDENCE CREEK	2 - NORMAL
28	HUCKLEBERRY	2 - NORMAL
33	GRAHAM CREEK	2 - NORMAL
41	COAL CREEK	
56	DEVIL PEAK	2 - NORMAL
69	NICKOLAS RIDGE	2 - NORMAL
78	CANYON FORKS	3 - HEAVY
101	EVOLUTION	3 - HEAVY
101.1	EVOLUTION LOOP	3 - HEAVY
102	BEEF CAMP	2 - NORMAL
103	JEWELL GULCH	2 - NORMAL
137	GRANITE PEAK	3 - HEAVY
140	BARTON CREEK	
142	RAVEN GULCH	3 - HEAVY
148	CASPER CREEK	3 - HEAVY
234	HELL'S CANYON	2 - NORMAL
240	LAVIN CREEK (SINGLE TRACK TRAIL)	

**Table D-7. Trails designated for motorcycle use without seasonal restrictions (use restricted to motorcycles only), continued.**

ROUTE #	ROUTE NAME	CURRENT OPERATIONS MAINTENANCE LEVEL
244	MOSQUITO RIDGE	2 - NORMAL
313	BARNEY CREEK	2 - NORMAL
404	EMERSON RIDGE	2 - NORMAL
413	ERMINE RIDGE	2 - NORMAL
416	EAST DECLARATION	2 - NORMAL
452	LARCH MOUNTIAN	2 - NORMAL
Rd 240	SPRUCE CREEK (Addition to trail 452)	2 - NORMAL
Rd 270B	CLEE CR. BLOOM PK.	1 - BASIC
526	BOBTAIL WEST EAGLE	2 - NORMAL
578	HULLMAN RIDGE	2 - NORMAL
598	EAST FORK LOST CREEK	2 - NORMAL
956	SNOWBIRD MEADOWS	2 - NORMAL