

ALTERNATIVES

Clearwater NF 2005 Travel Guide

Prior to the 2005 edition, the Clearwater NF Travel Guide included only those roads and trails that had some sort of formal restriction to motor vehicles, oversnow vehicles or bicycles. Roads or trails without any restrictions did not appear in the guide. In July 2005, with adoption of the national Travel Plan rule on the horizon (implemented later that year) the Clearwater NF elected to add all system roads and trails that were known to be physically travelable to the 2005 Travel Guide whether they were restricted or not. That was done to provide an idea of what a designated system of roads and trails might look like as of summer 2005.

Alternative 0 - The No-Action Alternative

Since the Travel Guide was published, a number of restrictions on roads and/or trails have been produced through NEPA analysis of individual projects and some errors in the 2005 Travel Guide have been corrected. The 2005 Travel Guide plus these updates is now the baseline for measuring changes as part of the travel planning process. This is Alternative 0, the so called No-Action alternative in the NEPA process.

A report is available that shows all the changes from the 2005 Travel Guide to Alternative 0. These changes are not being analyzed in the Travel Plan EIS since they were either analyzed in individual project decisions already or are error corrections to 2005 Travel Guide information. The report is useful for understanding where these changes came from.

Alternative 1 – Proposed Action

The proposed action is an initial cut at identifying changes to travel management for the Clearwater NF. It is described in more detail in the scoping notice which is mailed to people, organizations, Indian Tribes, local and state governments, and state and federal agencies interested in management of the Clearwater NF. Based on issues and concerns identified during scoping the proposed action itself will change, probably slightly, and other alternatives will be developed for analysis in the Travel Plan EIS. Maps are available that describe the complete travel management situation.

The proposed action and any alternatives to it will analyze only proposed changes from the situation described in Alternative 0 - not everything that is already in existence in Alternative 0. Several reports are available to describe what those changes are for the summer vehicles (typically wheeled vehicles), oversnow vehicles, and bicycles. These reports can be used in conjunction with the maps to understand what is proposed for change and is being analyzed, and what is unchanged and displayed on the maps only to clarify the complete travel management picture.

REPORTS AND CODES

Reports are available both to show:

- Updates from the 2005 Travel Guide that produce Alternative 0
- Route-based changes from Alternative 0 that will be analyzed in Alternative 1 and later in other alternatives.

On each route where restrictions have changed since the travel guide or are proposed to change, a code is provided to describe the reason for the change. Codes fall into two general categories: one for

roads or trails that are not going to be considered in the travel planning process and another for things that have changed.

“NOT CONSIDERED” CODES

Certain routes are not being considered for designation as part of the travel planning process. The reasons for not considering these routes are described in the table below.

Not Considered Code	Explanation
Converted	Usually identifies a road that has been converted to a trail. All the restriction information is now found under the trail number.
Error	See the notes adjacent to the code for information on the specific error.
Jurisdiction	Used most often on state or county roads or road segments that should not have been in the Travel Guide as they are not under Clearwater NF jurisdiction.
Obliterated	A project NEPA decision did not provide for conversion of this road to an OHV trail. Road has been obliterated and is therefore not available for consideration as a designated motorized route.
Planned	A project NEPA decision was to build this road but it has not been constructed yet. If the NEPA decision provided for motorized traffic the road will be automatically designated for that traffic without further analysis once it is constructed.
Planned Decommission	A project NEPA analysis made a decision to decommission this road. (Either obliterate or place in long-term storage status). The Travel Plan EIS will not reconsider previous NEPA decisions like this.

RESTRICTION CHANGE CODES

Where restrictions are proposed to be added or changed, the reason for the change is described by a code that is described in the table below.

Restriction Change Code	Explanation
Added Sys Route	An existing route, already considered a Clearwater NF “system” route was found travelable by some type of motor vehicle during a recent review. It was not in the 2005 Travel Guide, likely because it was not known to be travelable at that time.
Consistency Change	Usually means that a spur road in the 2005 Travel Guide had a restriction that was inconsistent (typically less restrictive) than the road that leads to it. Usually the spur road restriction is revised to match the parent road.
Possible Added Sys Route	Similar to “Added Sys Route” but still under review
Reduce Codes	The 2005 Travel Guide included a wide variety of restriction periods that ultimately have to be described on the Motor Vehicle Use Map (MVUM). To reduce the number of codes needed on the map and improve its clarity, restriction start and/or end dates were modified to produce fewer restriction periods.
Travel Opp Spectrum	Motor vehicle use on this route is restricted to provide for a better travel opportunity spectrum. That generally means to provide more non-motorized trails in backcountry areas where most trails are not restricted to motorized traffic.
Error Correction	See the notes adjacent to the code for information on the specific error.

Restriction Change Code	Explanation
Retain Wild Character	Restricting motorized uses both cross-country and on the majority of trails is seen as necessary to retain the character of areas that are proposed for Wilderness designation in the current Clearwater NF Forest Plan.
Wildlife Disturbance	Motorized travel is restricted to reduce disturbance to wildlife in certain specific areas.