

# Lionhead Travel Planning Area

## A. Travel Area Goals, Objectives, Standards and Guidelines

**GOAL 1: Summer Recreation Use.** Provide opportunities for summer recreation use with an emphasis on motorized use in the eastern portion, and non-motorized foot and horse travel in the western portion (recommended Wilderness).

**OBJ. 1-1:** Achieve the summer recreation opportunities identified in GOAL 1 through the route-by-route management decisions made through this Travel Plan. Any future proposals to change the uses specified should be done in consideration of the targeted recreation setting to be provided [see the “Recreation Opportunity Spectrum” (ROS) map for summer uses (October, 2006)] which is hereby incorporated by reference.

**OBJ. 1-2:** Establish a non-motorized trail route to serve as the Continental Divide Scenic Trail (CDST).

**GOAL 2: Winter Recreation Use.** Provide opportunities for both snowmobiling and cross-country skiing.

**OBJ. 2-1:** Achieve the winter recreation opportunities identified in GOAL 2 through the marked and groomed route management decisions made through this Travel Plan along with decisions made on the area available to snowmobiles. Any future proposals to change the uses specified should be done in consideration of the targeted recreation setting to be provided [see the “Recreation Opportunity Spectrum” (ROS) map for winter uses (October, 2006)] which is hereby incorporated by reference.

**GOAL 3: Fisheries.** Provide habitat for westslope cutthroat trout in No Name Creek (also known as Wally McClure Creek).

In this Travel Planning Area, this goal is pursued through application of Forest-wide standards.

**GOAL 4: Migration Corridors.** Provide for wildlife migration and movement across the Henry’s Lake Mountain Range to and from the southwest and to and from the Madison Mountain Range.

This goal is pursued through the route-by-route management decisions associated with this Travel Planning Area (i.e. managing trails in the northwestern portion and the recommended Wilderness for non-motorized uses).

## B. Alternative Route-By-Route Management

[See attached table.](#)

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