Chapter 2. Alternatives

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Chapter 2: Alternatives

2.1 Introduction

This chapter describes the Proposed Action and a range of alternatives. The alternatives were developed based on public involvement during the scoping period for the Proposed Action, the comment period on the Draft EIS, the Purpose and Need and issues described in Chapter 1. The alternatives present a range of analysis options, as required under the National Environmental Policy Act (NEPA) regulations (40 CFR 1502.14). Five alternatives were considered in this Final EIS including the Proposed Action described in Section 1.4. A No Action alternative, and four additional action alternatives are described in Section 2.2.

The No Action Alternative would continue travel management under the current Travel Plan of 1995. The Travel Management Plan has been updated annually by the *Backroads* Map reflecting Payette National Forest NEPA decisions on road and trail management since the publication of the 1995 Travel Plan as well as any existing Special Orders pertaining to roads, trails or area management. The *Backroads* Map also identifies areas open and closed to motorized over-snow vehicle use.

NEPA requires an EIS include analysis of the No Action Alternative [40 CFR 1502.14(d)]. No Action means one of two things: either (1) that the Proposed Action does not occur, or (2) that there would be no change in current management [FSH 1909.15(14.1)]. Because the PNF has an existing Travel Management Plan, the No Action Alternative in travel planning would mean “no change”, or no adoption of a revised Travel Management Plan. Travel management would continue under the present course of action.

Under the present course of action the Forest Service would likely make periodic changes in travel management to correct identified resource problems or public safety issues on a case-by-case basis. The Travel Plan would evolve, as it has since 1995, as the Forest Service continues to meet Forest Plan direction and respond to problems through site-specific analyses, decisions, and actions. In addition, the recent Forest Service rule for motor vehicle management (Federal Register 2005:70FR68264) requires all Forests to complete a comprehensive evaluation of travel management, such as this EIS, that proposes limits to cross-country motorized travel. Due to the combined requirements of the final motor vehicle management rule and Forest Plan direction to address resource and public safety issues, the No Action Alternative cannot be defined as “no change” over the long term.

Adopting the No Action Alternative would not preclude establishing specific area and route restrictions or possible future proposals for road and trail construction, reconstruction, maintenance and decommissioning. Under the No Action Alternative, changes to travel management would be incremental and piece-meal, in response to site-specific problems. Under the action alternatives, response would be comprehensive in the form of a revised forest-wide Travel Management Plan that prohibits cross-country motor vehicle use in summer designates a system of open roads and trails along with areas for winter use.

The Proposed Action and each action alternative contain management requirements and project design features (PDF) designed to protect other resource uses and values. The alternatives also contain monitoring requirements to ensure the design features are effective and the Purpose and Need is being met.

2.1.1 Changes between the Draft and Final EIS

Several changes have been made between the DEIS and the FEIS. These changes include items that affect each alternative. Changes for individual resources are described in Chapter 3 Affected Environment and Environmental Consequences. Specific changes within an individual alternative are

discussed in the individual Management Area sections below. General changes between the DEIS and FEIS are as follows:

- Alternative E was added to the analysis. This alternative responds to internal and external comment on the DEIS.
- Regional Forester direction narrowed the allowed use in designated motorized corridors along designated motorized routes to dispersed camping only. Game retrieval and other Forest uses will have to be achieved on foot from a designated motorized route.
- Miles and acres for all alternatives have been updated to reflect the most current state of management.
- In response to public comments, the recreation section now incorporates a discussion of loop trail opportunities.
- The analysis for all resources has been updated and expanded. See Chapter 3 for a detailed discussion of the analysis changes.
- Idaho Department of Fish and Game (IDF&G) expressed concern that the areas of wolverine denning habitat protected in Alternative D did not include the highest priority. Based on input from IDF&G an additional closure area (Bruin Mountain) is included in Alternative D. The wildlife analysis in Chapter 3 discusses the potential benefits of this additional closure.
- The Idaho State Snowmobile Association (ISSA) expressed concern that all of the areas they proposed to be open to over-snow motorized use in their comments on the proposed action were not included as part of Alternative C. Some of these areas, outside of Recommended Wilderness, have been added to Alternative C.
- ISSA also recommended entering the Recommended Wilderness in their comments on the Proposed Action. An alternative analyzing allowing winter motorized use in portions of the Secesh and Needles IRA is discussed below in 2.2.1 *Opening portions of the Secesh and Needles Recommended Wilderness Areas to Over-snow Vehicle Use*.

2.2 Alternative Considered but Eliminated from Detailed Study

Federal agencies are required by NEPA to rigorously explore and objectively evaluate all reasonable alternatives and to briefly discuss the reasons for eliminating any alternatives not developed in detail (40 CFR 1502.14). Public comments received in response to the Proposed Action and the alternatives presented in the Draft EIS provided suggestions for alternatives methods for achieving the purpose and need. Some of these alternatives may be outside the scope of travel plan revision or determined to be components that would cause unnecessary environmental harm. Therefore, one alternative was considered but dismissed from detailed consideration for the reasons summarized below.

2.2.1 Opening portions of the Secesh and Needles Recommended Wilderness Areas to Over-snow Vehicle Use

In public comment on the project proposal, the Idaho State Snowmobile Association (ISSA) recommended consideration of opening portions of the Secesh/Needles Recommended Wilderness to motorized over-snow use. The Forest analyzed this proposal and concluded the following:

- At this time, and in the foreseeable future it is unlikely there is a need for additional motorized over-snow areas above and beyond those already proposed in the five alternatives. While trailheads and parking lots are sometimes overcrowded on weekends and holidays, use quickly disperses away from the trailhead, and most users do not experience crowding (Gary Elliot pers.comm; USDA Forest Service 2003b).

- The area in the recommended Wilderness was analyzed for available terrain for potential snowmobile use. Approximately 25 percent of the area could be suitable for use by current technology machines. The remaining terrain is too steep, rugged, and/or rocky for safe access. In addition, access points into these recommended Wilderness areas all require travel over this type of hazardous terrain.

- Forest Plan direction (Standard for MPC 1.2, Recommended Wilderness, USDA Forest Service 2003: III-82) states that "No new motorized or mechanical uses will be allowed, except where these uses must be allowed in response to outstanding rights, statute, or treaty." Part of the purpose and need for this project was to meet Forest Plan direction. The Forest Plan is relatively new (2003), and during the public involvement process for Plan revision, both motorized and non-motorized public respondents supported the designation of both of the recommended wilderness areas.

- The recent (September 20, 2006) Petition of Governor James Risch for State Specific Rulemaking for Roadless Areas in Idaho, lead to the recommend designation for these areas as Wildland Recreation. The emphasis of this designation is essentially the same as the direction and objectives set for these areas in the current Forest Plan. The Governors petition process included additional public involvement and further indicates the publics desire to retain these areas "as-is".

2.3 Alternatives Considered in Detail

The ID Team developed and analyzed in detail five alternatives, including the Proposed Action and a No Action Alternative. The alternatives are detailed below by a description of proposed designations for each management area, followed by a summary for the Forest. In the following text and tables describing the alternatives, all numbers are estimates based on the best available information. Corrections and adjustments will occur during further environmental analysis and in project implementation.

2.3.1 Features Common to All Action Alternatives

Travel management is the administrative process of designating the types of use allowed on routes and areas. Ground-disturbing activities associated with this process are limited to the application of stated project design features necessary to minimize or avoid adverse environmental effects or provide for public safety. These required Project Design Features (PDFs) are found in Section 2.3.2. While this EIS makes decisions on travel route designations, the actual authorization of routes from a non-motorized to motorized use, or unauthorized routes being added to the designated motorized route system would require application of the PDF's before they are formally authorized and displayed on the motor vehicle use map for public use.

Types of Routes

Cross-country Motor Vehicle Use: Motorized travel is considered cross-country when a motorized vehicle (except motorized over-snow vehicles on snow) leaves a designated road or a designated motorized trail.

Designated Route: Roads and trails identified by the agency where the appropriate type and time period of use is specified. Any routes or areas not designated for motorized use are restricted to non-motorized use.

Roads are defined as a motor vehicle travelway for vehicles over 50 inches wide. Off-Highway Vehicles (OHVs such as ATVs and dirt bikes) operated by licensed drivers are also legal, as prescribed in Idaho law. Unlicensed drivers may not operate motor vehicles on NFS roads. Hikers, bicyclers, and horseback riders are encouraged to travel safely along road edges.

Roads fall into one of two categories:

1) Unauthorized roads are roads that are not National Forest System roads and not included in a forest transportation atlas. These include roads also known as unclassified, unplanned, non-system, and undetermined roads. These roads are restricted to non-motorized use in all action alternatives, unless they are proposed for designation to motorized use.

2) Classified roads include roads wholly or partially within or adjacent to National Forest System lands needed for long-term motor vehicle access, including State roads, county roads, privately owned roads, National Forest System roads (see below), and other roads authorized by the Forest Service.

National Forest System (NFS) Road: A forest road other than a road authorized by a legally documented right-of-way held by a State, county, or other local public road authority. These roads may be classified as open, closed, or seasonal.

Motorized trails, OHV trails, or ATV trails are routes available for Off-Highway Vehicles (OHVs) as well as non-motorized users. They include trails available to all OHVs, and those available specifically to All Terrain Vehicles (ATVs), and motorcycles. Trails may be closed seasonally for resource protection or public safety reasons.

Two-wheel motorized (Motorcycle) trails are single-track trails available for motorcycles and dirt bikes, as well as non-motorized users.

Non-motorized trails are routes available for hikers, bicyclers (except in Wilderness) and horseback riders. Use by motorized wheelchair is allowed when feasible within the defined trail-bed. Routes restricted to non-motorized use are closed to motorized use administratively.

Groomed Snowmobile trails are roads, trails, or other authorized overland routes groomed to allow over-snow motor vehicle use. Groomed snowmobile routes are closed to all standard wheeled vehicles designed for snow-free travel-ways.

Over-snow vehicle use or motorized over-snow use areas are designated areas available for over-snow vehicle use. Areas designated as open to over-snow vehicle use would be available as long as there is sufficient snow pack to allow travel.

Summer and Winter Use Regulations

For all alternatives, the 1995 Travel Management Map would be replaced by a new Motor Vehicle Use Map (MVUM) reflecting the revisions to travel management. The MVUM will be displayed by Ranger District. There would be a set of maps for both summer and winter. Maps will be available free of charge at all District offices and on the Forest web page.

User education and enforcement of the new regulations would occur in all alternatives. The Forest would work to partner with local volunteer groups and the State to increase the “reach” of user education and enforcement. In all alternatives, implementation of Forest Plan Standards, Guidelines, and Objectives would continue.

All of the alternatives would have summer and winter use regulations. Summer use is defined as use that occurs during the snow-free season when tracked vehicles or equipment such as a snowmobile or skis are not required for travel. Winter use is defined as use requiring tracked vehicles or equipment such as snowmobiles, snow cats, or skis for transportation across the snow.

Summer travel management would include the following:

- Motorized and non-motorized travel routes, designated by the Forest Service as open to public travel. Designated motorized routes would be identified on the PNF Motor Vehicle Use Map (MVUM) using nationally directed uniform standards. Road number signs identifying those routes open to public travel would be posted on the ground to the extent practicable. Designation of travel

routes and areas would follow requirements in 36 CFR Parts 212, 251, 261, and 295 (Federal Register 70FR68264).

- Limited motorized access for dispersed camping within 300 feet of designated roads and 100 feet of designated motorized trails on most areas of the Forest as long as it does not result in resource damage such as rutting, fording of streams, crossing wet meadows, creating new unauthorized routes, spreading noxious weeds, or similar resource degradation.
- Parking within one vehicle length off all motorized routes.
- Some areas identified in the analysis and shown on the maps, would be closed to any motorized travel off designated routes including dispersed camping due to sensitive resource protection needs. Areas with sensitive resources proposed for closure to motorized off-route travel include: known areas with northern Idaho ground squirrel colonies, the Lake Creek area on the McCall Ranger District, and the entire Krassel Ranger District. In these areas, all dispersed camping would be restricted to designated sites.
- A designation for a road or trail includes all terminal facilities, trailheads, parking lots, and turnouts associated with the designated road or trail. The designation also includes parking a motor vehicle within one vehicle length from the edge of the road surface when it is safe to do so and without causing damage to NFS resources. (Proposed Washington Office Directive FSM 7716.1).
- Off Highway Vehicle (OHV) operation for general travel would not be allowed off of any designated motorized route.
- Unauthorized routes would be restricted to non-motorized use unless designated for motorized use in the selected alternative.
- All areas and routes in the project area are open to non-motorized use (by foot, mountain bike, or horse), unless prohibited for administrative reasons such as safety.
- Mountain bikes would be permitted on all roads and trails outside of the Frank Church--River of No Return Wilderness, unless otherwise posted.
- Hiking and horseback riding would be permitted anywhere on the Forest, unless otherwise posted.

Winter travel management would include the following:

- Designated areas open to over-snow vehicle use and groomed over-snow vehicle trails. Designated areas and trails would be identified on the PNF MVUM using nationally directed uniform standards. Designation of winter use areas would be under 36 CFR 212.81 (Federal Register 70FR68264).
- The location of the open area boundaries would, where practical, be located along features that are readily distinguished on maps and on the ground during winter. Area closure signs would continue to be posted where heavily used routes or play areas approach a closed area.

Other common features:

- Grants and Agreements – the Forest Service will pursue partnerships and grants with Idaho Department of Parks and Recreation to maintain motorized and non-motorized trails.
- Mixed Use Traffic - State of Idaho law allows for motorized mixed use of licensed drivers in registered OHVs and highway legal vehicles on unpaved NFS roads designated as open to motorized public travel. The Forest Service may choose to regulate this use based on a Mixed Use Traffic Study which determines the safety of such use. Routes deemed to be unsafe as a result of the traffic study may be closed to mixed use by the Forest Service, thus eliminating use by OHVs.

Standards, Maintenance, and Construction

Road and trail standards vary depending on intended use. Standards allow for a range of route conditions from primitive to high standard. Improvements that may be required to bring individual roads or trails up to standard largely consist of light reconstruction or routine maintenance. Road and trail maintenance, required by Forest Service Manual direction, would continue as available funding is allocated by Congress. In all action alternatives, portions of some roads and trails would require reconstruction or relocation in order to meet standards. Most of the new construction would consist of short "connector" segments, which would tie existing roads or trails together. The Project Design Features (PDFs) found in the section below cover some of the standards that would be used in construction and relocation. New trails or roads would be designed to meet the trail or road standards as defined by the USDA Forest Service Standard Specifications for Construction of Trails, EM-7720-102; or the FSH 7700 Roads USDA Forest Service Handbook for roads.

2.3.2 Project Design Features

Project design features (PDFs) include Best Management Practices (BMPs) (see Appendix C) standards operating procedures (SOPs), identified design features (below), and Forest Plan Management Requirements (Table 2-27). These items are included to protect public safety and Forest resources, and are integral parts of all action alternatives.

- User education and enforcement of the new travel management regulations would occur. User education would include public meetings, and brochures describing the new travel management policy and use of the MVUM. The Forest has requested additional funding to help with extra enforcement and education, and to bring signs up to the standards required by Agency policy.
- The Payette National Forest would follow National direction for signing and maps. The Forest Service plans to develop a standard national format for motor vehicle use maps (MVUM). These maps will be available at local Forest Service offices and, as soon as practicable, on Forest Service web sites. The Forest Service plans to issue additional travel management guidance in its sign standards handbook to ensure consistent messages and use of standard interagency symbols.
- **Newly Designated Roads and Trails.** Newly designated roads and trails would be subject to the following project design features (a) through (m). A Newly designated road or trail is defined as a route designated on a previously unauthorized or closed system road that would now be open to public travel; or a non-motorized trail designated as motorized. All newly designated roads or trails will not be authorized or placed onto the MVUM until on the ground assessments are made and all applicable PDFs are implemented.

  a) Cultural Resources. The Forest Archaeologist will conduct a cultural resources survey and evaluation, and receive concurrence from the Idaho State Historic Preservation Office. Concurrence requires that no impacts would occur to cultural resource sites, or impacts would be mitigated to acceptable levels. Although most routes have been inventoried and cleared for use, a Programmatic Agreement or Memorandum of Agreement may be used to ensure all cultural resource requirements have been met.

  b) Plants. Complete a rare plants survey and evaluation, and enact necessary protection measures so that no unacceptable impacts would occur to rare plants, or impacts would be mitigated to acceptable levels.

  c) ATV Trail Condition Assessments. Qualified personnel complete an ATV Trail Condition Assessment on all new ATV routes to identify problems, recommend corrective measures and to establish a baseline for future monitoring.

d) Route Standards. Design roads and trails to meet minimum road or trail standards as defined by the Forest Service Handbook FSH section 7700 for roads, or the Forest Service Standard Specifications for Constructions of Trails (EM-7720-102). Road to ATV trail conversion will include reclamation of excessive road width, and installation of water management/erosion control features to meet the new ATV trail designation.

e) Trail Rerouting. Reroute trails where water management structures cannot function or be properly maintained, where trails cross soils or sites poorly suited for motorized use, or to avoid impacting other sensitive resources (such as cultural sites).

f) Trail Reclamation. Reclaim abandoned trail segments by physical closure, installation of water management structures, and pulling available slash over the abandoned trail.

g) Water Management Structures. On all new ATV trails, construct and maintain water management features (such as waterbars, grade dips, culverts, sheet drains, check dams, ditches, or bridges).

h) Reclaim unauthorized spur roads accessed by newly designated ATV trails. Reclaim all unauthorized spur roads which originate off the newly designated ATV trails by physical closure, installation of water management structures, de-compacting the abandoned travel way, and pulling available slash over the roadway.

i) Trail Improvement. When rerouting a poorly located trail segment is not feasible, improve the trail surfaces so it will support use without unacceptable resource impacts. Improvement techniques include replacing or capping unsuitable soils including fills with geotextiles, gravel, corduroy, wood matrix, puncheon, porous pavement panels, or matting.

j) Fish Bearing Streams. All stream crossings on fish bearing streams will meet the Regional Aquatic Organism Passage Guidelines. Qualified personnel will review and concur on all stream crossings to verify if the stream is fish bearing, provides passage, and protects and maintains habitat.

k) Weeds. Include measures to prevent the spread of noxious weeds such as: use of weed-free gravel or soil, use of weed-free hay or straw, and prompt re-vegetation of areas of disturbed soil. Treat identified noxious weed sites as appropriate.

l) Public Safety. Qualified personnel will complete assessments to determine measures needed to provide for safe use.

m) Implementation Monitoring. Prepare implementation monitoring plans and evaluate results to ensure all PDFs are implemented before authorization of any new road or trail. This is considered a critical component of these PDFs. Monitoring plans are included in Appendix E.

- If a wolverine den is discovered, implement measures on a case-by-case basis to help ensure den sites and natal areas receive minimal disturbance. A no-activity snowmobile buffer of ½ mile would be placed around each known active den site.
- Recreation specialists and wildlife biologists would coordinate efforts to map over-snow use areas, to assess location and intensity of snow compacting activities within lynx habitat, to facilitate future analysis of effects on lynx as information becomes available. The map would include: plowed roads, groomed snowmobile routes, regular and moderate use non-groomed routes, snowmobile play areas, and cross-country ski use areas.
- Forest wildlife biologists would further monitor and analyze main wildlife travel corridors and propose actions, if necessary, to promote their viability for use for lynx, wolverine, and other forest carnivores.

- The wildlife biologist will evaluate road or trail activity prior to implementation of designated routes in potential habitat of the northern Idaho ground squirrel or other listed species.

2.3.3 Monitoring and Evaluation

The goal of travel plan monitoring is to determine how the travel plan is or is not working, and to help identify changes needed in travel management or monitoring methods. Monitoring and evaluation tell how travel management decisions have been implemented (called "implementation monitoring") and how effective the implementation has proven to be in accomplishing the desired outcomes (called "effectiveness monitoring.").

Not all distinctive variables can be monitored. Monitoring has administrative costs to the agency and is contingent on future funding, so a selection of a monitoring item in the Record of Decision for the Travel Plan represents a statement of management intent to fund the implementation of that monitoring item in the future.

The following monitoring items are associated with this Travel Plan:

Wildlife:

- ✓ Effectiveness of closures at Northern Idaho Ground Squirrel sites
- ✓ Effectiveness of closures in areas where elk habitat security is a concern
- ✓ Verification and protection of potential wolverine denning habitat, lynx habitat, and wildlife habitat connectivity

Recreation:

- ✓ Effectiveness of Over-snow motorized closures
- ✓ Levels of use on motorized trails

Soil and Water:

- ✓ Implementation and effectiveness of travel plan ATV Project Design Features (PDFs)
- ✓ Effectiveness monitoring of the travel plan's designation of areas open to "limited motorized access" on the protection of the soil, water, riparian, and aquatic (SWRA) resources within riparian conservation areas (RCAs)
- ✓ Implementation and effectiveness of closure of unauthorized routes

Fish:

- ✓ Monitoring related to Terms and Conditions from National Marine Fisheries Service

Monitoring plans associated with these items are located in Appendix E.

2.4 Description of the Alternatives

These following measures were used to display how winter and summer travel opportunities varied by alternative and by management area. Descriptions of the travel opportunities under each alternative are provided in the following pages and summarized for the Forest in Table 2-1. This is followed by alternative descriptions and summaries by management area. Winter and summer travel maps are located in the Map Packet. More detailed maps can be viewed on the PNF website at http://www.fe.fed.us/r4/payette/main.html.

Summer Travel Measures

Cross-country motor vehicle use (acres): The acreage open to motorized cross-country travel during the snow-free months.

Two-wheel motorized trail (miles): The miles of trail designated open to motorized use by two-wheel vehicles as well as non-motorized users.

ATV trail (miles): The miles of trail open to motorized use by ATVs. They are also open to two-wheel motorized and non-motorized users.

OHV trail (miles): The miles of trail open to motorized use by all OHVs.

Non-motorized trail: The miles of trail open to non-motorized use only. Use by motorized wheelchair is allowed when feasible within the defined trail-bed.

NFS open road: The miles of road designated open to travel by full-sized vehicles, and licensed and unlicensed OHVs operated by licensed drivers. Hikers, bicyclers, and horseback riders may also use the road.

NFS seasonally open road: The miles of road designated open as described above, except for a period of time each year (most often during big game hunting season) to manage or protect various resources.

Winter Travel Measures

Groomed snowmobile trails (miles): The miles of trail to be approved for annual grooming (generally under a Cost Share Agreement with the appropriate County) for snowmobile use.

Motorized over-snow use (acres): The acreage open to access by motorized over-snow equipment. Over-snow use by non-motorized users is also allowed.

Closed to motorized use (acres): The acreage open only to non-motorized use. Motorized use by all motorized vehicles, including over-snow vehicles, is prohibited.

2.4.1 Alternative A – No Action

This alternative is required by the National Environmental Policy Act (NEPA) and serves as a baseline for analyzing effects. The No Action Alternative represents “no immediate change” from current management (see further discussion on p. 2-1). Implementation of Forest Plan Standards, Guidelines, and Objectives would continue on a site-specific basis when resource concerns are identified.

Winter Travel

The current level of motorized over-snow access would remain unchanged. This alternative would continue unrestricted snowmobiling in areas that are not part of an area closure as identified on the Payette National Forest *Backroads* Map. The transportation system for over-snow travel would include:

Groomed snowmobile trail:	245.9 miles
Motorized over-snow use:	1,078,540 acres
Closed to motorized use:	451,200 acres

Summer Travel

Alternative A would retain 1125.3 miles of open and 512.2 miles of seasonally open roads. Some areas contain many miles of unauthorized road where travel impacts may be concentrated, but the extent is unknown. Cross-country motor vehicle use is allowed on 510,930 acres of the 1,529,740 acre project area. As with all alternatives, vegetation and terrain limits cross-country motor vehicle use. In areas where cross-country motor vehicle use is not allowed, the current policy allowing dispersed camping

for 300 feet on either side of designated NFS roads and 100 feet of designated NFS trails would continue.

Motorized cross-country travel:	510,930 acres
Two-wheel motorized trail:	581.9 miles
ATV trail:	75.3 miles
OHV trail:	2.8 miles
Non-motorized trail:	504.3 miles
NFS open road:	1,125.3 miles
NFS seasonally open road:	512.2

2.4.2 Alternative B – Proposed Action

This alternative was proposed by the Forest Service to meet the purpose and need for a revised Travel Management Plan as described in Chapter 1. The Travel Plan should provide a system of designated NFS roads, motorized and non-motorized trails, groomed over-snow routes, and over-snow vehicle use areas and respond to direction provided in the Forest Plan, as well as meet current law, regulation, and policy. Current direction is to limit indiscriminant cross-country motor vehicle use, minimize maintenance costs, protect Forest resources, provide a diversity of recreation opportunities, and reduce user conflicts (more accurately called conflicts between uses). Implementation of Forest Plan Standards, Guidelines, and Objectives would continue and Alternative B is consistent with Forest Plan Standards.

Winter Travel

The current level of motorized over-snow opportunity would decrease by 17,410 acres leaving over a million acres open to motorized over-snow use. The amount of currently groomed snowmobile trail is reflected in this alternative, rather than in Alternative A. (Alternative A reflects the miles of trail available for grooming under the Memorandum of Understanding authorization between the Forest Service and the counties.) This alternative designates nearly 226 miles of groomed snowmobile trails.

Groomed snowmobile trails:	225.5 miles
Motorized over-snow use:	1,061,130 acres
Closed to motorized use:	468,610 acres

Summer Travel

Nearly 89.0 miles of trail would be open for ATV use (motorized off-highway vehicles 50” or less in width), and 3.1 miles for OHV use (all motorized off-highway vehicles). Two–wheel motorized traffic could use these trails, in addition to the 434.5 miles of trail specifically designed for two-wheel vehicles.

Designated roads (open and seasonally) available for full size vehicles would decrease by 24.8 miles. All unauthorized roads would be restricted to non-motorized travel. No areas would be open to cross-country motor vehicle use, but limited motorized access for dispersed camping would be permissible within 300 feet of designated roads and 100 feet of designated motorized trails as long as it does not result in resource damage such as rutting, fording of streams, crossing wet meadows, creating new unauthorized routes, spreading noxious weeds, or similar resource impacts (hereafter referred to as *resource damage*).

Motorized cross-country travel:	0 acres
Two-wheel motorized trail:	434.5 miles
ATV trail:	89.0 miles
OHV trail:	3.1 miles
Non-motorized trail:	596.1 miles

NFS open road:	1,118.1 miles
NFS seasonally open road:	494.6 miles

2.4.3 Alternative C – Additional Motorized Opportunities

Alternative C responds to issues raised by both summer and winter motorized user groups. This alternative would create increased opportunities for motorized users in summer and winter by retaining most of the current motorized trails, adding more miles of ATV trail, and opening more area to over-snow vehicle use. Between the Draft and Final EIS some additional open over-snow vehicle areas were added to this alternative. The closures respond to concerns expressed by the Idaho State Snowmobile Association that not all the areas they identified in their comments on the proposed action were incorporated into Alternative C. This alternative would meet Forest Plan direction to limit cross-country motor vehicle travel, but does less to minimize maintenance costs and protect Forest resources than Alternative B, D or E. Alternative C would not be consistent with several Forest Plan standards and require amending the Forest Plan (see below).

Forest Plan Amendments

Further analysis between the Draft and Final EIS revealed Alternative C would require approval of forest plan amendments to several Forest Plan standards in specific Management Areas (MAs) and lynx analysis units (LAUs). The amendments would be limited to this one project and specific Management Areas or LAUs; they would not affect outputs of Forest Plan goods and services, and would not change Forest management prescriptions (FSH 1909.12 section 5.32). Therefore, they would be a non-significant amendments.

Increased motorized use in both summer and winter would result in long term negative impacts to soil, fisheries, and wildlife resources over the current condition. The Forest Plan requires all actions with greater then temporary (< 3 years) impacts to have accompanying long-term (15+ years) demonstrable improvements in watershed conditions (Forest Plan Standard SWST04). This requirement is intended to ensure actions result in movement towards desired conditions outlined in the Forest Plan. Alternative C does not meet this requirement.

The Forest Plan also incorporates guidance from the lynx conservation assessment strategy (LCAS) on snow compaction effects on lynx (Forest Plan Standard TEST34), and sets a standard for no net increase in groomed or designated over-the-snow routes or play areas outside of baseline areas. The intent of this standard is to minimize snow compaction and potential disturbance to lynx and their habitat. Discussion related to these standards follows:

WATER

Alternative C, Proposal 1-1, would not be consistent with the Forest Plan for protection of the soil and water resources. This proposal opens a closed system road in a closed area and designates that road open to ATV use. The problem is that there are no activities proposed in MA 1 to move toward Desired Conditions for soil and water resources. Proposal 1-1, would require a one-time, site-specific, non-significant amendment for Forest Plan Standard SWST04 which requires:

> "Management actions will neither degrade nor retard attainment of properly functioning soil, water, riparian, and aquatic desired conditions, except: a) where outweighed by demonstrable short- or long-term benefits to watershed resource conditions" (Forest Plan, p. III-22)

FISH

Alternative C would not be consistent with the Forest Plan standards SWST01 and SWST04 (Forest Plan 2003, p. III-21 and III-22). SWST01 states:

> "*Management actions shall be designed in a manner that maintains or restores water quality to fully support beneficial uses and native and desired non-native fish species and their habitat, except as allowed under SWRA Standard #4 below.*"

SWRA Standard #4 (also known as SWST04) provides additional direction stating:

> "*Management actions will neither degrade nor retard attainment of properly functioning soil, water, riparian, and aquatic desired conditions, except:*
>
> *Where outweighed by demonstrable short- or long-term benefits to watershed resource conditions; or*
>
> *Where the Forest Service has limited authority (e.g., access roads, hydropower, etc.). In these cases, the Forest Service shall work with permittee(s) to minimize the degradation of watershed resource conditions.*
>
> *Use the MATRIX located in Appendix B to assist in determining compliance with this standard.*"

Appendix B in the Forest Plan outlines a set of watershed condition indicators (WCI's) and desired conditions for the WCIs to determine potential impacts associated with an action. The fisheries analysis revealed that in Alternative C, 2 WCIs would be degraded without demonstrable short to long-term benefits to watershed conditions.

Alternative C is not consistent with Forest Plan direction to avoid degradation of the substrate embeddedness WCI. Accelerated erosion associated with additional motorized use in currently non-motorized areas is expected to increase substrate embeddedness in fish habitat resulting in degradation of the substrate embeddedness WCI in the South Fork Salmon River – Goat Creek, and the East Fork South Fork Salmon River watersheds located in MA 12.

In addition, Alternative C is not consistent with Forest Plan direction to avoid degradation of the streambank condition WCI. The stream bank condition WCI in the tributaries to the South Fork Salmon River (except those in the Secesh River and East Fork South Fork Salmon River) are expected to degrade because of the increase in stream crossings by motorized trails. The new motorized routes and associated stream crossings would occur in areas currently closed to cross-country motor vehicle use.

The above descriptions of negative impacts to WCIs would result in reductions to habitat quality for fisheries without demonstrable short to long-term benefits to watershed resource conditions. Thus, selection of Alternative C would require a non-significant amendment to waive these standards for this project in MA 12.

WILDLIFE

Alternative C proposes to open approximately 59,000 acres in lynx habitat that are currently closed to over-snow vehicle for a total of about 746,500 open acres or about 81 percent of the lynx habitat on the PNF outside of designated Wilderness. Hence, Alternative C would expand open areas and snow compaction in lynx habitat potentially increasing interference from other carnivores in lynx habitat.

The PNF Forest Plan has adopted the LCAS standard for snow compaction. Forest Plan standard (TEST34) states:

> *"Allow no net increase in groomed or designated over-the-snow routes or play areas, outside of baseline areas of consistent snow compaction, by lynx analysis unit (LAU) or in combination with immediately adjacent LAUs unless the Biological Assessment demonstrates the grooming or designation serves to consolidate use and improve lynx habitat…. Also, permits, authorizations or agreements could expand into baseline routes and baseline areas of existing snow compaction, and grooming could expand to routes of existing snow compaction and routes*

that have been designated but not groomed in the past and still comply with this standard. (USDA Forest Service 2003a)"

Expansion of over the snow motorized use areas without accompanying reductions elsewhere would not meet Forest Plan direction in five LAUs in Alternative C. In addition, lynx habitat and habitat corridors in winter would be more fragmented due to an additional 58,900 acres in lynx habitat open to over-snow motorized use. Alternative C would not adequately ensure protection of the five main habitat corridors on the Forest. Thus, selection of Alternative C would require a non-significant amendment to waive standard TEST34 for 5 LAUs.

Winter Travel:

This alternative increases the area open to over-snow motorized use by 78,160 acres and mileage of groomed snowmobile trail by 11.3 miles above the No Action alternative.

Groomed snowmobile trails:	236.8 miles
Motorized over-snow use:	1,156,700 acres
Closed to motorized use:	373,040 acres

Summer Travel:

Nearly 127.9 miles of trail would be open for ATV use, and another 3.1 miles would be open to all OHVs. Two wheel motorized traffic could use these trails, in addition to the 572.8 miles of trail specifically designed for two-wheel vehicles.

Designated roads (open and seasonally) available for full size vehicles would decrease by 2.7 miles. All unauthorized roads would be restricted to non-motorized travel. No areas would be open to cross-country motor vehicle use, but limited motorized access for dispersed camping would be permissible within 300 feet of designated roads and 100 feet of designated motorized trails as long as it does not result in resource damage..

Motorized cross-country travel:	0 acres
Two-wheel motorized trail:	572.8 miles
ATV trail:	127.9 miles
OHV trail:	3.1 miles
Non-motorized trail:	495.2 miles
NFS open road:	1,118.7 miles
NFS seasonally open road:	516.1 miles

2.4.4 Alternative D – Additional Non-Motorized Opportunities

Alternative D responds to issues raised by non-motorized users relating to a need for more non-motorized opportunities, particularly in winter. It also addresses associated concerns with noise and safety related to motorized and non-motorized uses in the same area. This alternative would create more opportunities for both summer and winter non-motorized users. It also responds to Forest Plan direction to limit cross-country motor vehicle use, protect Forest resources, minimize maintenance costs, and reduce user conflicts (conflicts between uses). Protection of wildlife habitat connectivity corridors, particularly wolverine denning habitat, is emphasized in Alternative D. Implementation of Forest Plan Standards, Guidelines, and Objectives would continue. Alternative D is consistent with Forest Plan Standards.

Between the Draft and Final EIS an additional over-snow vehicle area closure was added to this alternative. The closure responds to concerns expressed by the Idaho Department of Fish and Game that the priority areas for wolverine denning habitat were not being protected in the areas identified in the DEIS.

Winter Travel:

This alternative decreases the area open to over-snow motorized use by 204,800 acres below the No Action alternative. The amount of currently groomed snowmobile trail is reflected in this alternative, rather than in Alternative A. (Alternative A reflects the miles of trail available for grooming under the Memorandum of Understanding authorization between the Forest Service and the counties.)

Groomed snowmobile trails:	225.5 miles
Motorized over-snow use:	873,740 acres
Closed to motorized use:	656,000 acres

Summer Travel:

Alternative D incorporates all the non-motorized trails in the Proposed Action and provides additional non-motorized trails. The alternative includes the fewest motorized trails of any alternative.

Designated roads (open and seasonally open) available for full size vehicles would decrease by approximately 31.8 miles. All unauthorized roads would be restricted to non-motorized travel. No areas would be open to cross-country motor vehicle use, but limited motorized access for dispersed camping would be permissible within 300 feet of designated roads and 100 feet of designated motorized trails as long as it does not result in resource damage.

Motorized cross-country travel:	0 acres
Two-wheel motorized trail:	408.4 miles
ATV trail:	69.0 miles
OHV trail:	2.8 miles
Non-motorized trail:	614.2 miles
NFS open road:	1,111.7 miles
NFS seasonally open road:	494.1 miles

2.4.5 Alternative E – Response to Internal and External Comment on the Draft EIS

Alternative E responds to issues raised during the comment period on the Draft EIS. Alternative E was developed by the Forest Supervisor, the interdisciplinary team, local county commissioners, and representatives from Idaho Department of Parks and Recreation. These parties worked to balance resource protection, input from the public, and non-motorized and motorized recreation opportunities. Implementation of Forest Plan Standards, Guidelines, and Objectives would continue. Alternative E is consistent with Forest Plan Standards.

Winter Travel:

Alternative E would reduce the amount of area open to motorized use by 114,010 acres. These non-motorized acres would protect wildlife habitat connectivity in winter and provide semi-primitive non-motorized recreation opportunities. Groomed snowmobile trail would increase by 11.3 miles above current levels.

Groomed snowmobile trails:	236.8 miles
Motorized over-snow use:	964,530 acres
Closed to motorized use:	565,210 acres

Summer Travel:

Designated roads (open and seasonally open) available for full size vehicles would decrease by approximately 14.5 miles. All unauthorized roads would be restricted to non-motorized travel. No areas

would be open to cross-country motor vehicle use, but limited motorized access for dispersed camping would be permissible within 300 feet of designated roads and 100 feet of designated motorized trails as long as it does not result in resource damage.

Motorized cross-country travel:	0 acres
Two-wheel motorized trail:	506.7 miles
ATV trail:	108.0 miles
OHV trail:	7.4 miles
Non-motorized trail:	537.9 miles
NFS open road:	1,114.3 miles
NFS seasonally open road:	508.7 miles

Table 2-1. Forest Summary – Travel Opportunities by Alternative

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Winter Travel					
Groomed snowmobile trails (miles)	245.9	225.5	236.8	225.5	236.8
Motorized over-snow use (acres)	1,078,540	1,061,130	1,156,700	873,740	962,790
Closed to motorized use (acres)	451,200	468,610	373,040	656,000	566,950
Summer Travel					
Motorized cross-country travel (acres)	510,930	0	0	0	0
Two-wheel motorized trail (miles)	581.9	434.5	572.8	408.4	506.7
ATV trail (miles)	75.3	89.0	127.9	69.0	108.0
OHV trail (miles)	2.8	3.1	3.1	2.8	7.4
Non-motorized trail (miles)	504.3	596.1	495.2	614.2	537.9
NFS open road (miles)	1,125.3	1,118.1	1,118.7	1,111.7	1,114.3
NFS seasonally open road (miles)	512.2	494.6	516.1	494.1	508.7

2.5. Alternative Descriptions by Management Area

The following narrative and tables portray the management proposed in each alternative by Forest Plan Management Area (MA). For each MA, proposed changes in management are identified in the following manner:

- **Table: Travel Management Proposals by Alternative:** This table has the summary numbers by alternative for the management area.
- Winter: This narrative broadly describes proposed changes in management of winter recreation for the MA. In the original Proposed Action description these areas were identified with a Proposal Identification number. Proposed winter area closures are shown by Alternative for the Forest in Section 2.8 Winter Area Management.
- Summer: This narrative describes proposed changes in management for each Proposal Identification (Proposal ID) number by alternative.

  Table: Road and Trail Proposals by Alternative: This table lists each road or trail proposal by Proposal ID number. The location of the proposed change is labeled with the Proposal ID on the maps (see map packet). Management proposed for each alternative and the miles which would be affected are listed.
- Changes between Draft EIS and Final EIS: This section lists proposals (if any) included in the Draft EIS, which have been changed or removed from the alternative(s) in the Final EIS. The rationale for their change or removal is summarized.

Opportunities: While not authorized by this EIS, opportunities may be evaluated within the planning period covered by this EIS (about 10 years). They include proposals identified:

1. During the development of alternatives, but found to be outside the scope of this travel management analysis, and
2. Opportunities identified in the Forest Plan.

2.5.1 Management Area 1, Hells Canyon – 35,060 acres

Table 2-2. MA 1 - Travel Management Proposals by Alternative

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Winter Travel					
Groomed snowmobile trails (miles)	0	0	0	0	0
Motorized over snow use (acres)	3,000	3,000	3,000	3,000	3,000
Closed to motorized use (acres)	32,060	32,060	32,060	32,060	32,060
Summer Travel					
Motorized cross-country travel (acres)	0	0	0	0	0
Two-wheel motorized trail (miles)	2.9	2.9	2.9	2.9	2.9
ATV trail (miles)	0	0	2.0	0	0
OHV trail (miles)	0	0	0	0	0
Non-motorized trail (miles)	29.5	29.5	29.5	29.5	29.5
NFS open road (miles)	1.7	1.7	1.7	1.7	1.7
NFS seasonally open road	0	0	0	0	0

Winter

The area northwest of Road 50106 up to the Sheep Rock lookout is open to motorized over-snow use in all alternatives. The remainder of the area is closed.

Summer

This Management Area is adjacent to the Hells Canyon Natural Recreation Area (NRA). Recreation use is high in this MA, particularly along the Snake River corridor. Approximately one-half of the MA is currently managed with a non-motorized recreation emphasis.

- In Alternative C, closed NFS Road 50111 (Proposal ID 1-1) is proposed for use as an ATV trail by Adams County to access an undeveloped scenic overlook of the Snake River. This proposal only applies to the portion of the road under Forest Service jurisdiction.

Table 2-3. MA 1 – Road and Trail Proposals by Alternative

Proposal ID	Number	Road or Trail	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Miles
1-1	50111	Road	Closed	Closed	ATV	Closed	Closed	2.0

Note: The proposal ID links to the location of the proposed change on the map associated with each Management Area.

Opportunities

- Construct parking areas and provide information signs at the Deep Creek, Eagle Bar, Kinney Creek, Allison Creek, and Eckels Creek trailheads along the Snake River to improve recreation experiences. (Forest Plan 2003: p. III-99: Objective 0123)
- Upgrade the National Recreation Trail and facilities at the Sheep Rock National Natural Landmark. Widen trail to provide handicap access to the portion that accesses the Hells Canyon overlook. (Forest Plan 2003: p. III-99: Objective 0125)

2.5.2 Management Area 2, Snake River – 151,590 acres

Table 2-4. MA 2 – Travel Management Proposals by Alternative

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Winter Travel					
Groomed snowmobile trails (miles)	0	0	0	0	0
Motorized over-snow use (acres)	87,360	87,360	87,360	87,360	87,360
Closed to motorized use (acres)	64,230	64,230	64,230	64,230	64,230
Summer Travel					
Motorized cross-country travel (acres)	70,030	0	0	0	0
Two-wheel motorized trail (miles)	77.7	56.9	76.7	56.9	65.5
ATV trail (miles)	0	0.3	4.9	0	0.7
OHV trail (miles)	2.1	2.1	2.1	2.1	2.3
Non-motorized trail (miles)	43.5	52.4	42.2	52.4	48.7
NFS open road (miles)	181.4	181.4	181.4	181.4	181.4
NFS seasonally open road (miles)	89.4	92.3	92.3	89.4	92.3

Winter

Approximately 60 percent of this MA is open to over-snow travel. The area receives a moderate amount of use in the winter, with localized areas of heavy snow play. Lower elevations adjacent to the Snake River are closed to protect winter range for wildlife. Winter closures remain the same in all alternatives.

Summer

Motorized recreation opportunities are emphasized in this MA.

- Proposal 2-1 (Trail 230, Mickey Creek) is proposed for closure in all alternatives A, B, C, and D to protect an elk security area. In Alternative E the trail would remain 2-wheel motorized because this popular trail forms a good motorized loop opportunity with Trail 231.
- Several motorized trails that receive little use or are in poor condition are proposed for closure (Proposals 2-2 – Trail 234 June Creek, 2-3 – Trail 516 Smith Mountain Bypass, 2-4 – Trail 286 Ditch Creek, and 2-5 – Trail 225 Elk Creek) in alternatives B and D. In Alternative E Proposals 2-2 and 2-3 are proposed for non-motorized use because they are receiving use and could be used as part of a loop trail system if they are maintained. Proposals 2-4 and 2-5 are recommended for closure in Alternative E. Proposal 2-4 parallels a seasonally open road, Road 51267 and an open road, Road 50044, duplicating access to the area. No change in management on road 51267 and 50044 is proposed.
- Trails 252 Grouse Creek/Grizzly Creek, 253 Crooked River, and 254 Dukes Creek Rim (Proposals 2-7 through 2-9) are expert 2-wheel motorized trails traversing the Cuddy Mountain area and the Cuddy Mountain and Emery Creek Research Natural Areas (RNAs). These trails are proposed for restriction to non-motorized use in Alternatives B and D to protect resources in the RNAs, and for public safety. The management plan decision for these RNAs will supercede any decision made during this analysis for these trails. Trail 252 is also proposed for restriction to non-motorized use in

Alternative E. The Forest does not have jurisdiction over the portions of the trail that cross private ground.

- The Adams County Commissioners would like to advertise a network of ATV trails, primarily on open NFS roads, in MAs 2 and 3. In Alternative C, proposals 2-11 through 2-13 would designate several closed NFS roads as ATV trails. These trails would make loops with open NFS roads for ATV use. Proposal 2-12 and 2-13 occur in an area closed to provide elk security and protect a NIDGS colony. These segments of road pass through an occupied NIDGS site and area proposed for treatment to expand NIIDGS as part of the Summit Gulch Vegetation Management project (decision is pending). The Summit Gulch project analyzed Proposal 2-12 road segments and made recommendations to keep the southern end closed and place the remainder in a long-term closure status to protect NIDGS. The Summit Gulch project analyzed Proposal 2-13 segment of road and made recommendations to decommission to reduce impacts to Summit Gulch stream channel and provide added protection for NIDGS and elk. In Alternative E an additional ATV route is proposed in the Bear Creek/Mickey Creek area.

Table 2-5. MA 2 – Road and Trail Proposals by Alternative

Proposal ID	Number	Road or Trail	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Miles
2-1	230	Trail	2-wheel motorized	Closed	Closed	Closed	2-wheel motorized	1.5
2-2	234	Trail	2-wheel motorized	Closed	2-wheel motorized	Closed	Non-motorized	2.1
2-3	516	Trail	Non-motorized	Closed	2-wheel motorized	Closed	Non-motorized	0.5
2-5	225	Trail	Non-motorized	Closed	Non-motorized	Closed	Closed	5.5
2-7	252	Trail	2-wheel motorized	Non-motorized	2-wheel motorized	Non-motorized	Non-motorized	11.1
2-8	253	Trail	2-wheel motorized	Non-motorized	2-wheel motorized	Non-motorized	2-wheel motorized	5.2
2-9	254	Trail	2-wheel motorized	Non-motorized	2-wheel motorized	Non-motorized	2-wheel motorized	1.9
2-10	50143	Road	Closed	Closed	ATV	Closed	Closed	2.1
2-11	50362	Road	Closed	Closed	ATV	Closed	ATV	0.9
2-12	51858	Road	Closed	Closed	ATV	Closed	Closed	2.9
2-13	500731400	Road	Non-designated	Closed	ATV*	Closed	Closed	1.0
2-16	50986	Road	Closed	Seasonal	Seasonal	Closed	Seasonal	2.9

* PDFs would be applied before designation of this route on the MVUM.

Changes between the Draft EIS and Final EIS

- In response to public comments for increased access for firewood gathering, berry picking, and other recreational activities in the Bear Creek area, Proposal ID 2-16 was added and would provide seasonal access on three miles of currently closed NFS road 50986 in Alternatives B, C, and E.

Opportunities

- Construct parking areas and provide information signs at key trailhead locations. Parking for a minimum of two or three vehicles is needed in most cases to improve recreation experiences. (Forest Plan 2003: p. III-116: Objective 0252)
- Seek to acquire trail easements through private lands to improve access to National Forest recreation opportunities. (Forest Plan 2003: p. III-116: Objective 0254)

- Develop a travel access plan for areas adjacent to the Cecil Andrus Wildlife Management Area to create more effective management and recreation opportunities, which will better serve the public and maintain wildlife resources. Coordinate planning efforts with Idaho Department of Fish and Game. (Forest Plan 2003: p. III-116: Objective 0255)
- The Council Ranger District will work to identify a motorized trail opportunity in the vicinity of Trails 250, 251, and 252. The trail system needs to be rerouted so that it does not cross private ground.
- Continue to work with the Idaho Department of Fish and Game to identify road closures to improve elk security.
- Coordinate with the US Fish and Wildlife Service and the northern Idaho ground squirrel Technical Team to identify roads to close to protect ground squirrel colonies.

2.5.3 Management Area 3, Weiser River – 299,990 acres

Table 2-6. MA 3 – Travel Management Proposals by Alternative

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Winter Travel					
Groomed snowmobile trails (miles)	120.0	110.4	119.1	110.4	119.1
Motorized over-snow use (acres)	267,600	267,600	268,360	267,600	268,360
Closed to motorized use (acres)	32,390	32,390	31,630	32,390	31,630
Summer Travel					
Motorized cross-country travel (acres)	226,560	0	0	0	0
Two-wheel motorized trail (miles)	70.9	54.9	60.4	48.3	61.3
ATV trail (miles)	20.4	27.5	51.0	20.4	38.2
OHV trail (miles)	0.7	1.0	1.0	0.7	4.0
Non-motorized trail (miles)	62.5	61.7	56.2	71.1	51.1
NFS open road (miles)	513.1	510.2	514.7	510.2	512.4
NFS seasonally open road (miles)	301.9	284.1	301.3	286.5	295.5

Winter

Protection of winter range for wildlife is the primary reason for area closures to winter motorized use. Both the north face of Sturgill Peak and Council Mountain are popular winter sport areas. Over-snow vehicle use is high in this MA, with over 100 miles of snowmobile trail and over a quarter million acres open to over snow use. In Alternatives C and E, the closure for the now-defunct Hitt Mountain Ski Area on the north face of Sturgill Peak, would be removed. With this one exception, the current closures are maintained in all alternatives.

Summer

Dispersed recreation such as hunting, sightseeing, and camping occurs throughout MA 3. There are many dispersed campsites and seven developed campgrounds. Most trails in the area are open to some form of motorized vehicle use. The recreation strategy for this MA is to emphasize dispersed recreation, maintain dispersed camping opportunities, and implementation of resource protection measures as needed.

- Several trails have been fragmented by road construction, timber harvest, or livestock grazing, and are proposed for closure (Proposal 3-2 Trail 214 201-213 Connector, Proposal 3-3 Trail 249 Ferguson Basin, Proposal 3-4 Trail 330 Big Flat Cutoff, Proposal 3-5 Trail 237 Pole Creek, Proposal 3-6 Trail 247 Orchid Canyon, and Proposal 3-8 Trail 244 Johnson Creek). Proposals 3-2 and 3-4 are proposed for conversion to two-wheel motorized in Alternative C in response to public comment.
- Some motorized trails have sections in riparian areas where resource damage is occurring (Proposal 3-1 Trail 212 Anderson Creek, Proposal 3-9 Trail 203 Warm Springs Creek, and Proposal 3-10 Trail 263 E. Fork Pine Creek). These trails are being proposed for closure or restriction to non-motorized use in some of the alternatives. Proposals 3-9 and 3-10 are proposed for two-wheel motorized use in Alternative E based on input from the public and Forest Service personnel.

- Proposal ID 3-7, Trail 248 is proposed for a variety of different designations, motorized and non-motorized, in the Alternatives. With some relocation work this trail could be used for ATVs, as proposed in Alternative E.
- Proposal ID 3-11 through 3-16 all propose management of unauthorized or system roads as ATV or OHV trails to increase motorized recreation opportunities. Proposals 3-14 and 3-15 are proposed for OHV use in Alternative E because this reflects current use on the ground, even though this use is not authorized under the existing travel plan.
- Proposals 3-18 and 3-19 authorize use on two currently unauthorized roads. Road 507104000 crosses private ground. The Forest Service does not currently have an easement across this private ground, so if an action alternative is selected, use would only be authorized on the Forest Service portion of this road until an easement is obtained.
- Proposals 3-22 through 3-35, all proposed closures of NFS roads, were brought forward in Alternative B from the roads analysis done for the upper Weiser River drainage. However, since Alternative B was developed, the Forest has completed a site specific NEPA analysis for this area. This analysis did not implement all of the recommendations from the Weiser River roads analysis, including proposed road relocations tied to these road closures in Alternative B. The Alternative E proposals for these routes reflect the outcome of the site specific NEPA analysis.
- In Alternative D, Proposal 3-36 would convert two-wheel motorized Trail 331 to non-motorized for the protection of resource values. This proposal was generated as the result of public comment during the scoping period.
- Proposal 3-48 authorizes use in Alternative C on a short piece of unauthorized road accessing private ground.
- Proposals 3-37 through 3-57 – The Adams County Commissioners are proposing to advertise an extensive series of ATV loops, primarily on open roads, throughout this MA. The rest of these proposals occur where the ATV trails overlapped with closed roads. On the Council Ranger District along the southern boundary between the Payette NF and Boise NF, 6.7 miles of ATV trail designation are proposed in Alternative C. These proposals entail segments of unauthorized roads and historic trails not designed for ATV use. Implementation would require segments of reconstruction and relocation connect existing roads/trails, protect resource values, and improve public safety. When other management considerations did not preclude their use as ATV trails, they are proposed in Alternative E as well.

Table 2-6. MA 3 – Road and Trail Proposals by Alternative

Proposal ID	Number	Road or Trail	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Miles
3-1	212	Trail	2-wheel motorized	Closed	Closed	Closed	Closed	2.6
3-2	214	Trail	Non-motorized	Closed	2-wheel motorized	Closed	Closed	0.4
3-3	249	Trail	Non-motorized	Closed	Closed	Closed	Closed	2.1
3-4	330	Trail	Non-motorized	Closed	2-wheel motorized	Closed	Closed	0.9
3-5	237	Trail	Non-motorized	Closed	Closed	Closed	Closed	4.0
3-6	247	Trail	Non-motorized	Closed	Closed	Closed	Closed	1.0

Table 2-6. MA 3 – Road and Trail Proposals by Alternative

Proposal ID	Number	Road or Trail	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Miles
3-7	248	Trail	2-wheel motorized	Closed	2-wheel motorized	Non-motorized	ATV	2.8
3-8	244	Trail	Non-motorized	Closed	Closed	Closed	Closed	3.0
3-9a	203	Trail	2-wheel motorized	Non-motorized	Non-motorized	Non-motorized	2-wheel motorized	5.3
3-9b	203	Trail	2-wheel motorized	Non-motorized	2-wheel motorized	Non-motorized	2-wheel motorized	1.8
3-10a	263	Trail	2-wheel motorized	Non-motorized	2-wheel motorized	Non-motorized	2-wheel motorized	3.7
3-10b	263	Trail	2-wheel motorized	2-wheel motorized	ATV	Non-motorized	2-wheel motorized	4.2
3-11	502189080	Road	Non-designated	ATV*	ATV*	Closed	ATV*	2.7
3-12	503262030	Road	Non-designated	ATV*	ATV*	Closed	Closed	0.2
3-13	503262000	Road	Non-designated	ATV*	ATV*	Closed	Closed	1.1
3-14	500100500	Road	Non-designated	ATV*	ATV*	Closed	OHV*	2.5
3-15	501641515	Road	Non-designated	OHV*	OHV*	Closed	OHV*	0.1
3-16	50233	Road	Closed	ATV	ATV	Closed	Closed	5.2
3-17	50209	Road	Seasonal	Seasonal	Seasonal	Closed	Seasonal	2.2
3-18	507142000	Road	Non-designated	Open*	Open*	Open*	Open*	0.8
3-19	507104000	Road	Non-designated	Open*	Open*	Open*	Open*	0.4
3-22	51732	Road	Seasonal	Closed	Seasonal	Closed	Seasonal	1.0
3-23a	51126	Road	Seasonal	Closed	Seasonal	Seasonal	Seasonal	2.4
3-23b	51125	Road	Seasonal	Closed	Seasonal	Seasonal	Seasonal	1.1
3-24	50793	Road	Seasonal	Closed	Seasonal	Closed	Closed	1.1
3-25	50790	Road	Seasonal	Closed	Seasonal	Closed	Closed	1.7
3-26	51087	Road	Open	Closed	Open	Closed	Open	2.2
3-27	51594	Road	Seasonal	Closed	Seasonal	Closed	Seasonal	0.2
3-28	50794	Road	Open	Closed	Open	Closed	Closed	1.8
3-29	50557	Road	Seasonal	Closed	Seasonal	Closed	Seasonal	3.2
3-30a	50556	Road	Closed	Closed	Seasonal	Seasonal	Closed	1.3
3-30b	50556	Road	Seasonal	Closed	Seasonal	Seasonal	Closed	0.3
3-33	51478	Road	Seasonal	Closed	Seasonal	Closed	Seasonal	1.1
3-34	51475	Road	Seasonal	Closed	Seasonal	Closed	Seasonal	1.9
3-35	51474	Road	Seasonal	Closed	Seasonal	Closed	Seasonal	1.2
3-36	331	Trail	2-wheel motorized	2-wheel motorized	2-wheel motorized	Non-motorized	2-wheel motorized	2.4
3-37	50159	Road	Closed	Closed	ATV	Closed	Closed	2.4
3-39	50274	Road	Closed	Closed	ATV	Closed	Closed	3.9
3-40	50676	Road	Closed	Closed	ATV	Closed	Closed	0.1
3-40	P601	Trail	Non-designated	Closed	ATV*	Closed	ATV*	0.4
3-41	50787	Road	Seasonal	Closed	Seasonal	Closed	Closed	0.1
3-42	51121	Road	Closed	Closed	ATV	Closed	Closed	2.3
3-43	51889	Road	Closed	Closed	ATV	Closed	ATV	1.4
3-44	501592500	Road	Non-designated	Closed	ATV*	Closed	Closed	0.5

Table 2-6. MA 3 – Road and Trail Proposals by Alternative

Proposal ID	Number	Road or Trail	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Miles
3-45	501641500	Road	Non-designated	OHV*	OHV*	Closed	OHV*	0.3
3-46	501690000	Road	Non-designated	Closed	ATV*	Closed	Closed	1.8
3-48	506441000	Road	Non-designated	Closed	Open*	Closed	Seasonal*	0.5
3-49	506762500	Road	Non-designated	Closed	ATV*	Closed	ATV*	1.1
3-50	508359000	Road	Non-designated	Closed	ATV*	Closed	ATV*	1.6
3-51	P573	Trail	Non-designated	Closed	ATV*	Closed	ATV*	4.9
3-52	P574	Trail	Non-designated	ATV*	ATV*	Closed	OHV*	0.6
3-53	P575	Trail	Non-designated	Closed	ATV*	Closed	ATV*	0.5
3-54	P576	Trail	Non-designated	Closed	ATV*	Closed	ATV*	0.1
3-55	P577	Trail	Non-designated	Closed	ATV*	Closed	ATV*	0.5
3-56	P578	Trail	Non-designated	Closed	ATV*	Closed	ATV*	0.3
3-57	P579	Trail	Non-designated	Closed	ATV*	Closed	ATV*	0.4
3-58	352	Trail	2-wheel motorized	2-wheel motorized	2-wheel motorized	2-wheel motorized	ATV	4.3

* PDFs would be applied before designation of this route on the MVUM

Changes between the Draft EIS and Final EIS

- Proposal ID 3-32 (0.4 miles, Road 51477) was mistakenly shown as open in the Draft EIS. The road is currently closed and this is consistent with Forest recommendations for this road. The proposal has been dropped.
- Proposal ID 3-33 was mistakenly shown as open in the Draft EIS. The road is actually a seasonally open road this has been corrected for Alternative A.
- Proposal 3-38 was mistakenly shown as closed in the Draft EIS. The road is actually open and will remain open. Proposal has been dropped.
- Proposal ID 3-58 was added in response to public comments on allowing ATV use on the existing two-wheel motorized trail 352.

Opportunities

- Construct parking areas and provide information signs at key trailhead locations to provide parking and information for trail users. Parking for a minimum of two or three vehicles is needed in most cases. (Forest Plan 2003: p. III-133: Objective 0353)
- Seek to acquire trail easements through private lands to improve recreation access. (Forest Plan 2003: p. III-134: Objective 0354)
- Improve access to Rush Creek Falls by improving the Boundary Trail (#245) and the Rush Creek Trail (#262). (Forest Plan 2003: p. III-134: Objective 0356)

- Improve trail signing especially in areas near Council Mountain, Cuddy Mountain and Sturgill Peak where past management activities have made trail location difficult. (Forest Plan 2003: p. III-134: Objective 0357)
- The Council Ranger District would like to develop a trail management plan for the popular recreation area around Johnson Creek. Many of the existing trails in this area have been impacted by past management and are not usable. The District would like to replace the old trail system with a new system designed to work around the existing road and vegetation conditions.
- Evaluate the development of a route system around Roads 502189080, 503262030, and 503262000 (Proposal IDs 3-11, 3-12, and 3-13) for dispersed camping and recreation access.
- Continue to work with the Idaho Department of Fish and Game to identify road closures to improve elk security.
- Coordinate with the US Fish and Wildlife Service and the northern Idaho ground squirrel Technical Team to identify roads to close to protect ground squirrel colonies.

2.5.4 Management Area 4, Rapid River – 62,140 acres

Table 2-8. MA 4 – Travel Management Proposals by Alternative

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Winter Travel					
Groomed snowmobile trails (miles)	0	0	0	0	0
Motorized over-snow use (acres)	38,340	38,340	38,340	32,110	30,150
Closed to motorized use (acres)	23,800	23,800	23,800	30,030	31,990
Summer Travel					
Motorized cross-country travel (acres)	11,140	0	0	0	0
Two-wheel motorized trail (miles)	46.6	37.6	46.6	37.2	48.4
ATV trail (miles)	3.5	0	3.5	0	0
OHV trail (miles)	0	0	0	0	0
Non-motorized trail (miles)	59.2	71.6	59.2	72.0	60.8
NFS open road (miles)	13.0	13.0	13.0	13.0	13.0
NFS seasonally open road (miles)	13.1	13.1	13.1	13.1	13.1

Winter

Protection of winter range for wildlife is the primary reason for area closures to motorized use. There is no parking or road access to this management area in the winter, so there is little backcountry or Nordic ski use. In Alternative D the two-thirds of the eastern portion of the MA would be closed to protect wildlife habitat connectivity. In Alternative E the entire eastern portion of the MA would be closed to protect wildlife habitat connectivity. Boundary adjustments to the Alternative D closures were made during the development of Alternative E to accommodate remote snowmobile use further to the east in Management Areas 6 and 9.

Summer

Motorized use in this MA is high. Unauthorized motorized vehicle use is occurring, both cross-country in closed areas and on non-motorized trails. Several of the motorized trails in this MA were not designed for the level of use they are receiving.

- The Rankin Mill Trail (Trail 191, Proposal 4-4) is heavily used during hunting season, and resource damage is occurring from the use on the trail and off-trail ATV use. Alternatives B and D propose to close this trail, while Alternative C proposes using a seasonal closure to prevent some of this damage. Alternative E proposes to restrict use on this trail to two-wheel motorized with a seasonal closure during rifle season to reduce resource problems caused by ATV use both on and off the trail.
- Proposals 4-1, 4-2, 4-3, and 4-5 (Trails 279 Frypan Creek, 162 Teepee Springs, 344 Hard Butte, and 153 Patrick Butte) were proposed for restriction to non-motorized use in Alternatives B and D to protect resource values and discourage off-route motor vehicle use and the resultant resource damage. In response to public comment, all are proposed for continuation as two-wheel motorized trails in Alternative E except for a steep section of trail 279 descending to the Rapid River.
- In Alternative D, Proposal 4-6 would convert two-wheel motorized Trail 371 to non-motorized for the protection of resource values. This proposal was generated as the result of public comment during the scoping period.

Table 2-9. MA 4 – Road and Trail Proposals by Alternative

Proposal ID	Number	Road or Trail	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Miles
4-1a	279	Trail	2-wheel motorized	Non-motorized	2-wheel motorized	Non-motorized	Non-motorized	1.6
4-1b	279	Trail	2-wheel motorized	Non-motorized	2-wheel motorized	Non-motorized	2-wheel motorized	2.2
4-2	162	Trail	2-wheel motorized	Non-motorized	2-wheel motorized	Non-motorized	2-wheel motorized	1.1
4-3	344	Trail	2-wheel motorized	Non-motorized	2-wheel motorized	Non-motorized	2-wheel motorized	3.0
4-4	191	Trail	ATV	Non-motorized	ATV*	Non-motorized	2-wheel motorized	3.5
4-5	153	Trail	2-wheel motorized	Non-motorized	2-wheel motorized	Non-motorized	2-wheel motorized	1.2
4-6	371	Trail	2-wheel motorized	2-wheel motorized	2-wheel motorized	Non-motorized	2-wheel motorized	0.4

Note: Trail 191 would have a seasonal access restriction in Alternatives C and E. Closed to motorized access during hunting season.

Changes between the Draft EIS and Final EIS

- Proposal ID 4-1 was refined into two proposals 4-1a and 4-1b. This change was made because the section of trail 279 associated with proposal 4-1a is steep with many switchbacks, prone to erosion and not conducive to safe two-wheel motorized use. The remainder of the trail 279 includes two-wheel motorized designation in Alternatives C and E.

Opportunities

- Enforce motorized trail designations and restrictions with increased on-the-ground patrols to allow for improved big-game security during hunting season. (Forest Plan 2003: p. III-149: Objective 0445)
- Manage motorized recreation to address erosion, flow channeling, soil compaction, and loss of vegetation. (Forest Plan 2003: p. III-149: Objective 0448)
- Rehabilitate pioneered, non-system trails to mitigate erosion, flow channeling, soil compaction, and loss of vegetation. (Forest Plan 2003: p. III-150: Objective 0449)
- Where a viable alternative exists, relocate trails that are currently within riparian areas to mitigate erosion and sedimentation. (Forest Plan 2003: p. III-150: Objective 0450)
- Where motorized use is consistent with the recreation emphasis and will not cause unacceptable resource damage, reconstruct existing two-wheel motorized trails to accommodate four-wheel ATVs. (Forest Plan 2003: p. III-150: Objective 0451)
- Make travel management planning a priority in the Rapid River Watershed. (Forest Plan 2003: p. III-150: Objective 0452)

2.5.5 Management Area 5, Middle Little Salmon River – 35,580 acres

Table 2-10. MA 5 – Travel Management Proposals by Alternative

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Winter Travel					
Groomed snowmobile trails (miles)	11.9	7.4	7.4	7.4	7.4
Motorized over-snow use (acres)	35,580	33,110	33,170	33,090	33,170
Closed to motorized use (acres)	0	2,470	2,410	2,490	2,410
Summer Travel					
Motorized cross-country travel (acres)	30,150	0	0	0	0
Two-wheel motorized trail (miles)	3.0	3.0	3.0	3.0	3.0
ATV trail (miles)	0	0	0	0	0
OHV trail (miles)	0	0	0	0	0
Non-motorized trail (miles)	6.8	6.8	6.8	6.8	6.8
NFS open road (miles)	72.3	72.3	72.3	72.3	72.3
NFS seasonally open road (miles)	26.0	26.0	26.0	26.0	26.0

Winter

The entire MA is open to motorized use and includes a portion of the Brundage Snow Cat skiing permitted area. In Alternatives B, C, D, and E a closure to over-snow vehicle use is proposed in the Granite Mountain area. This closure would provide a non-motorized recreation area within a reasonable distance from the Upper Elevation parking lot. The proposed closure would be slightly smaller in Alternative C and E, and larger in Alternative D to respond to comments received during the Draft EIS comment period.

Summer

Dispersed recreation such as hunting, hiking, sightseeing, and camping occurs throughout this area. Most of the recreation use is road-related, and there are few trails or recreation destinations. Dispersed camping and trail opportunities are the recreation emphasis in the MA.

- There are no proposed changes to designated road or trail routes in any of the alternatives for this Management Area.

Changes between the Draft EIS and Final EIS

- Proposal 5-1 found in the DEIS has been dropped from consideration because the existing condition for this road is open, rather than closed as listed in the DEIS. This route is therefore already open to ATV use.

Opportunities

- Provide for additional parking at the Ant Basin trailhead to accommodate increasing trail use. (Forest Plan 2003: p. III-161: Objective 0531)
- Provide informational signing at the Ant Basin Trailhead to inform Rapid River trail users of motorized and non-motorized trail designations in Rapid River and to resolve user conflict. (Forest Plan 2003: p. III-162: Objective 0532)

- Evaluate the need for, and possible location of, a winter parking facility on the Smokey-Boulder Road. Construct the facility if the evaluation finds it to be warranted. (Forest Plan 2003: p. III-162: Objective 0534)

2.5.6 Management Area 6, Goose Creek/Hazard Creek – 77,120 acres

Table 2-12. MA 6 – Travel Management Proposals by Alternative

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Winter Travel					
Groomed snowmobile trails (miles)	51.8	47.5	49.3	47.5	49.3
Motorized over-snow use (acres)	73,560	68,720	69,980	57,900	52,140
Closed to motorized use (acres)	3,560	8,400	7,140	19,220	24,980
Summer Travel					
Motorized cross-country travel (acres)	36,330	0	0	0	0
Two-wheel motorized trail (miles)	29.3	20.4	29.3	17.6	24.1
ATV trail (miles)	7.4	7.4	8.9	7.4	8.9
OHV trail (miles)	0	0	0	0	0
Non-motorized trail (miles)	26.4	36.2	27.2	39.0	32.5
NFS open road (miles)	86.4	85.4	85.4	85.4	85.4
NFS seasonally open road (miles)	26.7	26.7	26.7	26.7	26.7

Winter

Some of the highest winter recreation use on the Forest is found in this MA. Two ski areas – Brundage Mountain Resort and Little Ski Hill – draw winter recreationists to the MA. Nordic ski trails are currently being groomed in Bear Basin under Little Ski Hill's existing special use permit. The West Face, Upper Elevation, and Francis Wallace parking lots provide access to the groomed snowmobile trail system, and are used primarily by snowmobile users. There are some differences in groomed trail location among the various alternatives. Proposals for this area include closures to motorized over-snow use in the Granite Mountain and Bear Basin areas in Alternative B. These two proposed closures are reduced in size in Alternative C and expanded in Alternatives D and E. Alternative boundary and size changes were made in response to internal and external comments. Both of these closures would create areas for non-motorized winter recreation within reasonable distance of parking. Access to Bear Basin would be from the West Face parking lot and access to Granite Mountain would be from the Upper Elevation parking lot and the Brundage Mountain Ski Area.

Summer

This area is extensively used for motorized and non-motorized dispersed recreation. Goose Lake, Brundage Reservoir, and Hazard Lake are popular fishing and camping areas. There are 3 heavily used developed campgrounds in this MA.

- There are a few areas in this MA where motorized traffic is occurring in violation of current travel designations or is causing resource damage:
    1. Proposal 6-3 (Trail 160 Vance Creek) – the bridge accessing the southern end of this trail was removed so a portion of the trail is no longer accessible to motorized use. Alternatives B, D, and E propose converting this portion of the trail to non-motorized to discourage fording of the creek at the old bridge location. The northern portion of the trail remains motorized in all alternatives.
    2. Proposal 6-4 (Trail 344 Hard Butte) is a two-wheel motorized trail where the surrounding area is closed to cross-country motor vehicle use – unauthorized use is occurring off the trail around

Rainbow Lake. Alternatives B, D, and E propose managing this trail as non-motorized to discourage this off-trail use and the resultant resource damage.

3. Proposal 6-5 (Trail 162 Teepee Springs) is not currently designated as an ATV trail; however, ATV use is occurring and causing resource damage. Alternatives B and D propose managing this trail as non-motorized to prevent future damage to the area. Alternative E proposes retention of the trail as two-wheel motorized based on input from the public and further evaluation by Forest personnel.
4. Proposal 6-6 (Road 50268 Duck Lake) the area surrounding this open road is open to cross-country motor vehicle use, and resource damage is occurring due to the heavy use. All action alternatives propose managing this road as a non-motorized trail.

- In Alternative D, proposal 6-7 (Trail 511 Hidden Lake) would manage this two-wheel trail as non-motorized in response to public comments during scoping requesting more protection of natural resource values in the vicinity of this trail.
- Proposal 6-8 Road 50405 by Hazard Lake is proposed for addition as an ATV trail in Alternatives C and E. Currently only non-motorized use is authorized on this closed NFS road.

Table 2-13. MA 6 – Road and Trail Proposals by Alternative

Proposal ID	Number	Road or Trail	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Miles
6-3	160	Trail	2-wheel motorized	Non-motorized	2-wheel motorized	Non-motorized	Non-motorized	4.4
6-4	344	Trail	2-wheel motorized	Non-motorized	2-wheel motorized	Non-motorized	Non-motorized	0.8
6-5	162	Trail	2-wheel motorized	Non-motorized	2-wheel motorized	Non-motorized	2-wheel motorized	3.0
6-6	50268	Road	Open	Non-motorized	Non-motorized	Non-motorized	Non-motorized	1.0
6-7	511	Trail	2-wheel motorized	2-wheel motorized	2-wheel motorized	Non-motorized	2-wheel motorized	2.8
6-8	50405	Road	Closed	Closed	ATV	Closed	ATV	1.3

Note: Road 50268 would be managed as a non-motorized trail in all action alternatives.

Opportunities

- Relocate lower Goose Creek Trail from Last Chance Campground to Goose Creek Falls to reduce impacts to Goose Creek and improve public safety. (Forest Plan 2003: p. III-176: Objective 0645)
- Install a trail bridge crossing at Hazard Creek at the terminus of Forest Development Road 339 to improve recreation access and reduce impacts to water quality and fish habitat. (Forest Plan 2003: p. III-177: Objective 0646)
- Rehabilitate pioneered, non-system trails to mitigate erosion, flow channeling, soil channeling, soil compaction, and loss of vegetation. (Forest Plan 2003: p. III-177: Objective 0650)
- Where alternatives exist, relocate trails that are currently within riparian areas to mitigate erosion and sedimentation. (Forest Plan 2003: p. III-177: Objective 0651)
- Where motorized use is consistent with the recreation emphasis and will not cause unacceptable resource damage, reconstruct existing 2-wheel motorized trails to accommodate 4-wheel ATVs. (Forest Plan 2003: p. III-177: Objective 0652)
- Mountain bike trail opportunity: Approximately 10 miles of mountain bike trail would be designated. The project would be a joint effort between the Forest Service and the Central Idaho

Mountain Bike Association (CIMBA). Of the 10 miles, 5.8 miles would involve construction of single track trail and the remainder would utilize existing Forest roads.

- The New Meadows Ranger District, in cooperation with the Idaho State Department of Parks and Recreation and local county representatives would like to develop a proposal to relocate the portion of the Vance Creek trail in Proposal 6-3 to make it suitable for motorized use again.
- Work with the Idaho Department of Parks and Recreation to improve Trail 511, Hidden Lake.

2.5.7 Management Area 7, Payette Lakes – 100,730 acres

Table 2-14. MA 7 – Travel Management Proposals by Alternative

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Winter Travel					
Groomed snowmobile trails (miles)	37.7	35.7	32.6	35.7	32.6
Motorized over-snow use (acres)	74,030	65,890	76,640	47,950	64,060
Closed to motorized use (acres)	26,700	34,840	24,090	52,780	36,670
Summer Travel					
Motorized cross-country travel (acres)	31,460	0	0	0	0
Two-wheel motorized trail (miles)	24.8	24.8	24.8	20.6	24.8
ATV trail (miles)	4.5	4.5	4.5	4.5	4.5
OHV trail (miles)	0	0	0	0	0
Non-motorized trail (miles)	39.0	39.0	39.0	43.1	39.0
NFS open road (miles)	35.2	35.4	35.4	35.4	35.4
NFS seasonally open road (miles)	23.9	23.9	23.9	23.9	23.9

Winter

This MA receives fairly heavy recreation use in winter due to its proximity to the town of McCall. Motorized recreation is popular. Locations of groomed snowmobile trails vary slightly by alternative. Lick Creek road would remain open to over-snow vehicle use in all alternatives, although in Alternatives B and D the surrounding area would be closed. Current winter closures to over-snow vehicle use occur in the Brundage Mountain, Needles IRA, and Squaw Point areas. Alternative B would add a closure on the west side of Lick Creek road and in the Bear Basin area. The Bear Basin closure would be accessed from the West Face parking lot. The Lick Creek closure would require an over-snow vehicle to access the non-motorized area. Alternative C would remove the closure at Squaw Point and reduce the size of the closure in Bear Basin and on the west side of Lick Creek road. Alternative D adds additional closures in the Boulder Creek area and south of Black Tip. Alternative E adjusts boundaries on the over-snow closures to reflect internal and external comment on the draft EIS.

Summer

This MA is heavily used for dispersed recreation in summer. There are two developed campgrounds and many dispersed campsites. The recreation emphasis is on providing summer developed and dispersed recreation opportunities.

- Two proposals would authorize use on currently unauthorized roads: Proposal 7-3 would allow access to a dispersed campsite, and Proposal 7-4 would open up motorized access to the Lake Creek Trail (339).
- In Alternative D Proposals 7-5 (Trail 110 Box Lake) and 7-6 (Trail 117 Victor Creek) would convert these two-wheel motorized trails to non-motorized to protect resource values in the area. These two proposals were generated as the result of public comment during the scoping period. Alternative E proposes retaining two-wheel motorized access on these two trails, except for the portion of Trail 110 adjacent to Box Lake because of resource damage along the trail by the lake.

Table 2-15. MA 7 – Road and Trail Proposals by Alternative

Proposal ID	Number	Road or Trail	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Miles
7-3	FH211300	Road	Non-designated	Open*	Open*	Open*	Open*	0.1
7-4	504123000	Road	Non-designated	Open*	Open*	Open*	Open*	0.1
7-5	110	Trail	2-wheel motorized	2-wheel motorized	2-wheel motorized	Non-motorized	2-wheel motorized	0.8
7-6	117	Trail	2-wheel motorized	2-wheel motorized	2-wheel motorized	Non-motorized	2-wheel motorized	3.3

* PDFs would be applied before designation of this route on the MVUM

Opportunities

- Provide interpretive information and a parking area at the Slick Rock proposed National Natural Landmark to enhance visitor experiences. (Forest Plan 2003: p. III-190: Objective 0736)
- Provide parking and dispersed camping areas near Sater Meadows to reduce recreation impacts to the meadow complex. (Forest Plan 2003: p. III-190: Objective 0739)
- Improve the last mile of the Pearl Creek Road to access the Pearl Lake/Brush Lake trailhead. Improve and maintain this trailhead. (Forest Plan 2003: p. III-190: Objective 0741)

2.5.8 Management Area 8, Kennally Creek – 34,300 acres

Table 2-16. MA 8 – Travel Management Proposals by Alternative

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Winter Travel					
Groomed snowmobile trails (miles)	0	0	0	0	0
Motorized over-snow use (acres)	31,970	31,970	31,980	26,130	31,970
Closed to motorized use (acres)	2,330	2,330	2,320	8,170	2,330
Summer Travel					
Motorized cross-country travel (acres)	12,470	0	0	0	0
Two-wheel motorized trail (miles)	22.5	18.0	22.5	18.0	22.5
ATV trail (miles)	2.8	2.8	2.8	0	2.8
OHV trail (miles)	0	0	0	0	0
Non-motorized trail (miles)	10.3	14.9	10.3	14.9	10.3
NFS open road (miles)	19.4	17.7	17.7	17.7	19.4
NFS seasonally open road (miles)	6.7	4.0	8.3	4.0	6.7

Winter

Most of this MA is open to motorized over-snow use, with the exception of the Jughandle Mountain area. This area has been closed to allow for non-motorized use. Alternative B would enlarge the closure around Jughandle Mountain, making it contiguous with the Needles Inventoried Roadless Area (IRA) closure to the north. The current Jughandle Mountain closure covers a relatively small, isolated area making it difficult to enforce. Many respondents suggested that making the closure larger could make it more definable. Alternative E responds to comments that reinforce the value of both the existing closure and the ability to snowmobile around it as in the current condition.

Summer

This area is a heavily used for recreation in part because the area contains a good network of access roads and trails. It includes a portion of the Needles IRA. A portion of this IRA has been proposed for Wilderness designation. There are many dispersed campsites and one developed campground in this MA. Most trails are open to some form of motorized use. The recreation emphasis is to provide dispersed camping and quality motorized and non-motorized trail opportunities.

- A portion of Trail 101 (Proposal 8-1), a two-wheel motorized trail, is proposed for restriction to non-motorized use in Alternatives B and D. The primary reason is because trail 101 ties in with trail 99 (Proposal 8-2) which is also proposed for restriction to non-motorized use in these two alternatives. Alternative E proposes to keep both these trails two-wheel motorized providing a motorized route through to the South Fork Salmon River.
- Trail 99 was proposed for restriction to non-motorized use in Alternatives B and D because the eastern portion of the trail is proposed as non-motorized in Management Area 12 under these alternatives.
- Proposals 8-4 and 8-5 (Roads 50014 and 51892) in Alternative B and D were recommendations from the unimplemented Sloan-Kennally EIS.

Table 2-17. MA 8 – Road and Trail Proposals by Alternative

Proposal ID	Number	Road or Trail	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Miles
8-1	101	Trail	2-wheel motorized	Non-motorized	2-wheel motorized	Non-motorized	2-wheel motorized	0.9
8-2	99	Trail	2-wheel motorized	Non-motorized	2-wheel motorized	Non-motorized	2-wheel motorized	3.6
8-3	50265	Road	ATV	ATV	ATV	Closed	ATV	2.8
8-4	50014	Road	Seasonal	Closed	Seasonal	Closed	Seasonal	2.0
8-5	51892	Road	Open	Closed	Seasonal	Closed	Open	1.7
8-12	517235000	Road	Non-designated	Open	Open	Closed	Open	0.2

Changes between the Draft EIS and Final EIS

- Proposal IDs 8-6 through 8-11 are part of the 2005 signed Paddy Flat FEIS decision, which has been implemented, and therefore have been dropped from further consideration in travel management planning.
- Proposal ID 8-3 was designated as an ATV route as part of the Paddy Flat decision, but mistakenly shown as closed under Alternative A in the DEIS. Some respondents requested that the route management be reconsidered during travel management. In Alternative D closing this route is proposed in response to this concern.

Opportunities

- Provide for camping and parking, and improve the trailhead facility at the end of Boulder Creek road in cooperation with Idaho Dept. of Lands to enhance the area's recreation opportunities and experiences. (Forest Plan 2003: p. III-203: Objective 0831)

2.5.9 Management Area 9, Lake Creek/French Creek – 83,740 acres

Table 2-18. MA 9 – Travel Management Proposals by Alternative

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Winter Travel					
Groomed snowmobile trails (miles)	0	0	0	0	0
Motorized over-snow use (acres)	83,740	83,740	83,740	21,640	57,760
Closed to motorized use (acres)	0	0	0	62,100	25,980
Summer Travel					
Motorized cross-country travel (acres)	3,240	0	0	0	0
Two-wheel motorized trail (miles)	85.1	61.0	82.3	55.2	78.7
ATV trail (miles)	0.3	0.3	0.3	0.3	0.3
OHV trail (miles)	0	0	0	0	0
Non-motorized trail (miles)	29.7	52.8	32.5	50.8	35.0
NFS open road (miles)	15.5	15.5	15.5	15.5	15.5
NFS seasonally open road (miles)	5.4	5.4	5.4	5.4	5.4

Winter

This entire MA is open to motorized over-snow use in Alternatives A, B, and C. In Alternative D a closure is proposed in the northern half of the MA to protect wildlife habitat connectivity. In Alternative E the closure proposed for Alternative D has been modified to accommodate existing remote backcountry snowmobile opportunities. These modifications were made based on internal and external comments received on the draft EIS. There are no current or proposed groomed over-snow routes. Use is light in this area due to limited access, but is expected to increase in the future.

Summer

This management area is relatively remote with most access from motorized and non-motorized trails. The Forest lacks authorized access along most of the Salmon River corridor to the north. The area has no developed campgrounds. The primary recreation emphasis is providing quality motorized and non-motorized trail opportunities, with the emphasis in the Patrick Butte area on non-motorized trails.

- In Alternatives B and D, Proposal 9-1 (Trails 153 and 155 Patrick Butte/Lake Creek) would convert this trail from two-wheel motorized to non-motorized for user safety. This trail is very steep with numerous switchbacks and is better suited to non-motorized use. This trail is proposed for retention as 2-wheel motorized in Alternative E in response to public comment indicating a need for expert rider trails.
- In Alternatives B and D, Proposals 9-2 (Trail 348 Little French/Scribner Ridge) and 9-3 (Trail 503 Little French Creek Meadow) would restrict these two-wheel trails to non-motorized use to protect wet meadows from resource damage. Trail 348 is also proposed as non-motorized in Alternative C because the current and potential risk for resource damage is high.
- Proposal 9-4 (a portion of Trail 116 French Creek) would convert the trail to non-motorized under Alternative B and close the trail under Alternative D. The Forest does not have a right-of-way across the private land making the trail inaccessible from the north. Alternative E proposes retaining the two-wheel motorized access with the addition of a sign indicating the trail dead ends.

- In Alternatives B, D, and E, Proposal 9-5 (portion of Trail 505 Clayburn) would close a portion of trail 505. This portion of the trail is a "cutoff" route between Trails 506 and 149, and is not necessary for access to the Lava Butte area.
- In Alternative D, Proposals 9-6 (Trail 145 North Creek) and 9-7 (Trail 371 Link) would convert these trails to non-motorized. These proposals were generated in response to public comment during the scoping period. Proposal 9-8 (Trail 374 Lava Lake) would close this trail. This trail was destroyed during the Corral Fire of 1994. Alternative E proposes retaining two-wheel motorized access on all these trails in response to public comment requesting motorized access be retained.

Table 2-19. MA 9 – Road and Trail Proposals by Alternative

Proposal ID	Number	Road or Trail	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Miles
9-1	153	Trail	2-wheel motorized	Non-motorized	2-wheel motorized	Non-motorized	2-wheel motorized	11.4
9-1a	155	Trail	2-wheel motorized	Non-motorized	2-wheel motorized	Non-motorized	2-wheel motorized	0.8
9-2	348	Trail	2-wheel motorized	Non-motorized	Non-motorized	Non-motorized	Non-motorized	2.8
9-3	503	Trail	2-wheel motorized	Non-motorized	2-wheel motorized	Non-motorized	Non-motorized	2.6
9-4	116	Trail	2-wheel motorized	Non-motorized	2-wheel motorized	Closed	2-wheel motorized	6.1
9-5	505	Trail	2-wheel motorized	Closed	2-wheel motorized	Closed	Closed	1.1
9-6	145	Trail	2-wheel motorized	2-wheel motorized	2-wheel motorized	Non-motorized	2-wheel motorized	3.9
9-7	371	Trail	2-wheel motorized	2-wheel motorized	2-wheel motorized	Non-motorized	2-wheel motorized	0.1
9-8	374	Trail	2-wheel motorized	2-wheel motorized	2-wheel motorized	Closed	2-wheel motorized	1.7

Note: Trail 503 was incorrectly identified as trail 506 in the original Proposed Action.

Opportunities

- Establish a permanent trailhead facility for the Jackson Creek/French Creek Trail to improve recreation experiences. Include a toilet facility. (Forest Plan 2003: p. III-212: Objective 0923)
- Install a trail bridge at Forest Trail 503 and Little French Creek to reduce impacts to water quality and fish habitat, and to increase user safety. (Forest Plan 2003: p. III-212: Objective 0924)
- Provide trailhead and toilet facilities at Lava Butte Trail 505 off of Forest Road 308 to improve recreation experiences. (Forest Plan 2003: p. III-212: Objective 0925)
- Improve public parking for new Forest Trail 155 trailhead in the Lake Creek area to accommodate increasing recreation use. (Forest Plan 2003: p. III-212: Objective 0926)
- Explore opportunities to connect the existing French Creek Trail (116) to the Fall Fingers Road, and Elkhorn Creek Trail (115) to the Elk Creek Road to improve trail access. (Forest Plan 2003: p. III-212: Objective 0927)
- As funding becomes available, redesign and reconstruct existing trails to mitigate the effects of flow channeling. (Forest Plan 2003: p. III-212: Objective 0931)
- Rehabilitate pioneered, non-system trails to mitigate erosion, flow channeling, soil compaction and loss of vegetation. (Forest Plan 2003: p. III-212: Objective 0932)

- Where alternatives exist, relocate trails that are currently within riparian areas to mitigate erosion and sedimentation. (Forest Plan 2003: p. III-212: Objective 0933)
- Where motorized use is consistent with the recreation emphasis, and will not cause unacceptable resource damage, reconstruct existing 2-wheel motorized trails to accommodate 4-wheel ATVs. (Forest Plan 2003: p. III-212: Objective 0934)
- Work with Idaho Department of Parks and Recreation to apply for RTP funds to clear out Trail 374 (Proposal ID 9-8).

2.5.10 Management Area 10, Fall Creek/Warren Creek – 105,830 acres

Table 2-20. MA 10 – Travel Management Proposals by Alternative

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Winter Travel					
Groomed snowmobile trails (miles)	6.1	6.1	10.0	6.1	10.0
Motorized over-snow use (acres)	84,930	84,930	105,830	69,980	100,240
Closed to motorized use (acres)	20,900	20,900	0	35,850	5,590
Summer Travel					
Motorized cross-country travel (acres)	41,530	0	0	0	0
Two-wheel motorized trail (miles)	19.6	13.6	13.6	13.6	15.7
ATV trail (miles)	10.5	10.5	16.9	10.5	16.9
OHV trail (miles)	0	0	0	0	0
Non-motorized trail (miles)	13.3	19.3	19.3	16.4	17.2
NFS open road (miles)	39.9	39.9	33.5	33.5	33.5
NFS seasonally open road (miles)	14.5	14.5	14.5	14.5	14.5

Winter

Location and amount of groomed snowmobile trails increase slightly in Alternatives C and E. The current closure west of Burgdorf Summit would be opened to over-snow vehicle use in Alternative C. This proposal was generated in response to public comment on the Proposed Action. In Alternative D an additional closure would be added between War Eagle Mountain and Marshall Mountain to protect wildlife habitat connectivity. In Alternative E the southern closure around Chimney Rock would be dropped to allow for snowmobile use from Warren, and the northern closure around Marshall Mountain would be retained for wildlife habitat protection.

Summer

- Proposal 10-2 (portion of Trail 128 Steamboat Ridge) would convert this trail from the junction with trail 129 north from two-wheel motorized to non-motorized in all action alternatives. The first section of this trail is motorized and the next is non-motorized. This has lead to inadvertent unauthorized motorized use on the non-motorized portion.
- Proposal 10-3 (Trail 137 Cottontail Point) would convert this trail from two-wheel motorized to non-motorized in Alternatives B, C, and E, and close the trail in Alternative D. This trail traverses wet ground and numerous streams and is not suited to motorized use.
- Proposal 10-4 (portion of Trail 132 James Creek) would convert this two-wheel motorized trail to non-motorized in Alternatives B, C, and D. This portion of this trail is on steep ground in erodible soils and is not suited to motorized use. The remainder of the trail not covered by this proposal has been converted to an ATV trail with the Burgdorf Road Management and Inactive/Abandoned Mine Site Reclamation EA decision. Alternative E proposes retaining this trail as two-wheel motorized due to its popularity.
- In Alternatives C and E, Proposal 10-10 (Road 50318 Carey Creek Road) would manage a portion of this open NFS road as an ATV trail. During late summer of 2004, a number of very heavy rainstorms occurred in the Main Salmon River corridor. The prism of Road 50318 slumped and

became impassable in several locations. Alternative D would close this portion of the road to all motorized traffic. This road is part of the Idaho Centennial Trail.

Table 2-21. MA 10 – Road and Trail Proposals by Alternative

Proposal ID	Number	Road or Trail	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Miles
10-2	128	Trail	2-wheel motorized	Non-motorized	Non-motorized	Non-motorized	Non-motorized	2.5
10-3	137	Trail	2-wheel motorized	Non-motorized	Non-motorized	Closed	Non-motorized	2.9
10-4	132	Trail	2-wheel motorized	Non-motorized	Non-motorized	Non-motorized	2-wheel motorized	2.1
10-10	50318	Road	Open	Open	ATV	Closed	ATV	6.4

Changes between the Draft EIS and Final EIS

- Proposal 10-2 should have started at the intersection of Trails 128 and 129 to preserve the motorized loop opportunity on Trail 129. This has been corrected.

Opportunities

- Maintain the Idaho Centennial Trail commensurate with its intended use to provide quality recreation opportunities and experiences. (Forest Plan 2003: p. III-225: Objective 1038)

2.5.11 Management Area 11, Upper Secesh River – 83,570 acres

Table 2-22. MA 11 – Travel Management Proposals by Alternative

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Winter Travel					
Groomed snowmobile trails (miles)	18.4	18.4	18.4	18.4	18.4
Motorized over-snow use (acres)	72,340	72,340	80,820	58,230	65,830
Closed to motorized use (acres)	11,230	11,230	2,750	25,340	17,740
Summer Travel					
Motorized cross-country travel (acres)	23,410	0	0	0	0
Two-wheel motorized trail (miles)	29.9	29.1	29.1	22.8	29.1
ATV trail (miles)	12.9	20.1	20.1	12.9	17.8
OHV trail (miles)	0	0	0	0	0
Non-motorized trail (miles)	1.7	2.6	2.6	8.9	2.6
NFS open road (miles)	33.7	34.4	34.4	34.4	34.6
NFS seasonally open road (miles)	0.1	0.1	0.1	0.1	0.1

Winter

Current closures exist in the Squaw Point area and the Chimney Rock IRA. The Squaw Point closure was put in place for backcountry skiing. A small portion of the Secesh IRA is also closed. Alternative C proposes removing the Squaw Point and Chimney Rock Closures. These proposals were generated in response to public comment on the Proposed Action. Alternative D adds additional closures in the area between War Eagle and Marshall Mountain, and to the east of Bear Pete Mountain to protect wildlife habitat connectivity.

Summer

This area is used for dispersed recreation. There are many dispersed campsites and three developed campgrounds. Portions of the Idaho Centennial Trail lie within this MA. The recreation emphasis in this area is to provide a variety of motorized and non-motorized trail opportunities.

- Proposals 11-1 through 11-11 would manage closed NFS and unauthorized roads as ATV trails in Alternatives B and C. In Alternative E Proposals 11-10 and 11-11 would be closed (restricted to non-motorized access only) because of their proximity to wet meadows. All of these roads would remain closed under Alternative D. This MA receives heavy ATV use and providing a good network of trails would enhance motorized recreation opportunities and reduce unauthorized motorized use off of designated trails.
- Proposals 11-18, 11-19, and 11-20 would authorize use on currently unauthorized roads. These roads access dispersed campsites.
- Proposal 11-23 responds to public comment requesting consideration of non-motorized use on the trail.

Table 2-23. MA 11 – Road and Trail Proposals by Alternative

Proposal ID	Number	Road or Trail	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Miles
11-1	503251000	Road	Non-designated	ATV*	ATV*	Closed	ATV*	0.4
11-2	51866	Road	Closed	ATV	ATV	Closed	ATV	1.1
11-3	518664000	Road	Non-designated	ATV*	ATV*	Closed	ATV*	0.1
11-4	51867	Road	Closed	ATV	ATV	Closed	ATV	0.6
11-5	51868	Road	Closed	ATV	ATV	Closed	ATV	0.7
11-6	50251	Road	Closed	ATV	ATV	Closed	ATV	0.7
11-7	503640100 503640101	Road	Non-designated	ATV*	ATV*	Closed	Open*	0.5
11-8a	503640800	Road	Non-designated	ATV*	ATV*	Closed	ATV*	0.8
11-8b	503640801	Road	Non-designated	ATV*	ATV*	Closed	ATV*	0.1
11-9	503640900	Road	Non-designated	ATV*	ATV*	Closed	ATV*	0.4
11-10a	503641000	Road	Non-designated	ATV*	ATV*	Closed	Closed	0.9
11-10b	503641100	Road	Non-designated	ATV*	ATV*	Closed	Closed	0.5
11-11	503641102	Road	Non-designated	ATV*	ATV*	Closed	Closed	0.3
11-18	502466000	Road	Non-designated	Open	Open	Open	Open	0.1
11-19	502466300	Road	Non-designated	Open	Open	Open	Open	0.3
11-20	502466400	Road	Non-designated	Open	Open	Open	Open	0.1
11-23	117	Trail	2-wheel motorized	2-wheel motorized	2-wheel motorized	Non-motorized	2-wheel motorized	6.3

* PDFs would be applied before designation of this ATV route on the MVUM

Changes between the Draft EIS and Final EIS

- Proposal ID 11-22 on Trail 128 –all mileage for this proposal is now reflected in Management Area 10, so this Proposal ID (but not the proposal itself) has been dropped from the MA 11 table.
- Proposals 11-17, and 11-21 were dropped between the draft and final EIS as decisions on these roads were made under the Burgdorf Road Project. Road 503250600 (proposal 11-17) and Road 51871 (11-21) are both open.

Opportunities

- Reduce impacts to Lake Creek and tributary riparian areas from recreation sites or uses. Identify recreational camping sites or parking areas that are contributing unacceptable levels of accelerated sediment, compaction, or vegetation loss. Rehabilitate, relocate, or harden sites where needed to reduce impacts. (Forest Plan 2003: p. III-237: Objective 1133)
- Maintain the Idaho Centennial Trail commensurate with its intended use to provide quality recreation opportunities and experiences. (Forest Plan 2003: p. III-237: Objective 1134)

2.5.12 Management Area 12, South Fork Salmon River – 359,560 acres

Table 2-24. MA 12 – Travel Management Proposals by Alternative

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Winter Travel					
Groomed snowmobile trails (miles)	0	0	0	0	0
Motorized over-snow use (acres)	142,600	140,640	193,990	110,200	110,200
Closed to motorized use (acres)	216,960	218,920	165,570	249,360	249,360
Summer Travel					
Motorized cross-country travel (acres)	24,610	0	0	0	0
Two-wheel motorized trail (miles)	163.6	106.3	175.6	106.3	130.7
ATV trail (miles)	8.1	10.7	8.1	8.1	8.1
OHV trail (miles)	0	0	0	0	0
Non-motorized trail (miles)	172.8	199.7	160.8	199.7	194.8
NFS open road (miles)	78.6	76.1	78.6	76.1	76.1
NFS seasonally open road (miles)	4.5	4.5	4.5	4.5	4.5

Winter

Current closures to motorized use exist in the Needles, Secesh, Caton Lake, and Pilot Peak IRAs. Additional areas along the South Fork Salmon River road are closed to protect wildlife winter range. Alternative B proposes a couple of thousand additional acres of closure in the Duck Lake/Burnside Lake area. In Alternative C, over 51,000 acres located in the South Fork drainage are opened to over-snow motorized use. This proposal was developed in response to public comment on the Proposed Action. In Alternatives D and E an additional closure would be added north of Savage Point up to the existing Big Creek closure to protect wildlife habitat connectivity. In all alternatives, Road 50340 to Edwardsburg would remain open to snowmobile traffic although the area surrounding either side of the road would be closed to over-snow vehicle use in Alternative D. This road is under the jurisdiction of Valley County.

Summer

This MA is a popular recreation area, particularly in the summer months. The heaviest use is in the South Fork Salmon River drainage during the months of July and August when the river is open for sport fishing. There are numerous dispersed campsites and seven developed camp grounds. Portions of the Idaho Centennial Trail lie within the MA. High alpine lakes also draw users during the summer. The recreation emphasis is to provide motorized and non-motorized trail opportunities and experiences, with loop opportunities.

- Proposal 12-2 (Trail 76, Davis Ranch Road/Trail) – While still designated as a two-wheel motorized trail, this trail now is closed to all but foot traffic by special order due to safety concerns. Prior to January 1997, full size vehicles could drive the road. However, on January 1, 1997, a rain-on-snow flooding event washed out all the culvert crossings, making the road passable only on foot. Alternatives B and D would close this trail because it is so costly to maintain. Alternative C and E responded to a number of public comments requesting that motorized access be restored on the trail. Under Alternatives C or E, the trail would remain closed under special order until the safety concerns and potential for considerable adverse effects from motor vehicle use could be mitigated

or eliminated. The Forest has a preliminary location for an alternate trail alignment west of and downhill from the washed out road.

- Proposal 12-3 (Trail 92 Log Mountain) - Alternatives B and D would close this trail because it receives little use and is poorly located. Alternative C responded to a number of public comments requesting that motorized access be restored on the trail. Alternative E proposes to restrict the use on the trail to non-motorized to retain the trail on the National Forest system and preserve future access options.
- Proposals 12-4, 12-5, and 12-6 (Trail 303 White Rock, Trail 304 Blackmare Creek, and Trail 305 S.Fk. Blackmare Creek) – Alternatives B, D, and E would close these trails because they receive little use and are poorly located. Alternative C would retain these trails as non-motorized.
- Proposal 12-7 (Trail 290 Eagle Rock) – Alternatives B and D would close this trail because it is rarely used. Alternatives C and E would retain this trail as a two-wheel motorized trail.
- Proposal 12-8 (Trail 98 Cougar Creek) is proposed for restriction to non-motorized use under Alternatives B and D and proposed for retention of two-wheel motorized use under Alternatives C and E. Some public comment supports keeping these trails open to motorized use as they form part of a loop.
- Proposals 12-9 through 12-16, and Proposals 12-21 and 12-22 – Alternatives B and D would manage these trails as non-motorized rather than as two-wheel motorized because they not suited for motorized use. Alternative C would retain these trails as two-wheel motorized. In response to public comment to maintain a level of motorized use on these trails Alternative E proposes to retain 2-wheel motorized access on Proposals 12-12, 12-13, 12-15, 12-16, and 12-22.
- Proposal 12-17a and 12-17b (Road 50673 Hamilton Bar) – Alternative B would manage this open NFS road as an ATV trail from Hamilton Bar to the end of the road. Alternative C would maintain the current status of open NFS road, and Alternative D would manage this road as a non-motorized trail from Hamilton Bar to the end of the road. Alternative E proposes managing the first 0.7 miles to Hamilton Bar as an open road, and the remainder as a two-wheel motorized trail. Alternative E reflects the management agreed to under the Terms and Conditions for the South Fork Road Biological Opinion.

Table 2-24. MA 12 – Road and Trail Proposals by Alternative

Proposal ID	Number	Road or Trail	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Miles
12-2	76	Trail	Non-motorized	Closed	2-wheel motorized	Closed	2-wheel motorized	8.0
12-3	92	Trail	Non-motorized	Closed	2-wheel motorized	Closed	Non-motorized	4.6
12-4	303	Trail	Non-motorized	Closed	Non-motorized	Closed	Closed	10.0
12-5	304	Trail	Non-motorized	Closed	Non-motorized	Closed	Closed	2.1
12-6	305	Trail	Non-motorized	Closed	Non-motorized	Closed	Closed	2.8
12-7	290	Trail	2-wheel motorized	Closed	2-wheel motorized	Closed	Non-motorized	4.3
12-8	98	Trail	2-wheel motorized	Non-motorized	2-wheel motorized	Non-motorized	Non-motorized	9.0
12-9	73	Trail	2-wheel motorized	Non-motorized	2-wheel motorized	Non-motorized	Non-motorized	3.2
12-10	71	Trail	2-wheel	Non-	2-wheel	Non-	Non-	5.6

Table 2-24. MA 12 – Road and Trail Proposals by Alternative

Proposal ID	Number	Road or Trail	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Miles
			motorized	motorized	motorized	motorized	motorized	
12-11	75	Trail	2-wheel motorized	Non-motorized	2-wheel motorized	Non-motorized	Non-motorized	4.4
12-12	301	Trail	2-wheel motorized	Non-motorized	2-wheel motorized	Non-motorized	Non-motorized	10.7
12-13	100	Trail	2-wheel motorized	Non-motorized	2-wheel motorized	Non-motorized	2-wheel motorized	7.2
12-15	76	Trail	2-wheel motorized	Non-motorized	2-wheel motorized	Non-motorized	2-wheel motorized	3.5
12-16	77	Trail	2-wheel motorized	Non-motorized	2-wheel motorized	Non-motorized	2-wheel motorized	2.9
12-17a	50673	Road	Open	Open	Open	Open	Open	0.7
12-17b	50673	Road	Open	ATV	Open	Closed	2-wheel motorized	2.6
12-21	70	Trail	2-wheel motorized	Non-motorized	2-wheel motorized	Non-motorized	Non-motorized	5.7
12-22	99	Trail	2-wheel motorized	Non-motorized	2-wheel motorized	Non-motorized	2-wheel motorized	0.3

Changes between the Draft EIS and Final EIS

- Proposal ID 12-14 on Trail 128 –all mileage for this proposal is now reflected in Management Area 10, so this Proposal ID (but not the proposal itself) has been dropped from the MA 12 table
- Proposal ID 12-17 was refined into proposals 12-17a and 12-17b to reflect decisions made as part of the terms and conditions for the South Fork Road project as described above.

Opportunities

- To improve recreation access and opportunities, resolve issues with easements where trails cross private lands that limit, or could limit, public use. (Forest Plan 2003: p. III-253: Objective 1248)
- Provide designated routes for motorized (ATV and motorcycle) use and emphasize loop opportunities. Provide for non-motorized uses as well, and consider separation of uses where user experience could be enhanced. Focus trail management and maintenance on improving the user's experience and correcting resource damage. (Forest Plan 2003: p. III-253: Objective 1250)
- Establish a trailhead and install a kiosk for Forest Trails 121, 120, and 284; and provide information appropriate to the level of trail use to enhance trail access and visitor information opportunities. (Forest Plan 2003: p. III-253: Objective 1251)
- Establish trailhead and install a kiosk for Forest Trail 129 to enhance trail access and visitor information opportunities. (Forest Plan 2003: p. III-254: Objective 1253)
- Establish a loop system of ATV trails in two areas: Road 50384 (around Miner's Peak) and 50361 (Zena Creek) to provide motorized recreation opportunities in these popular areas.
- Coordinate with the Valley County Commissioners and the Idaho Department of Parks and Recreation to relocate and rehabilitate Trail 76, Davis Ranch Road, so that it is passable by some form of motorized vehicle, with a width to be determined dependent upon trail location and feasibility. As stated above, an old abandoned trail alignment that may be suitable for trail relocation exists to the west of the washed out road and closer to the South Fork Salmon River. Detailed

reconnaissance and feasibility work would be needed, a task that would require supplemental funding and time to complete.

2.5.13 Management Area 13, Big Creek/Stibnite – 100,270 acres

Table 2-26. MA 13 – Travel Management Proposals by Alternative

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Winter Travel					
Groomed snowmobile trails (miles)	0	0	0	0	0
Motorized over-snow use (acres)	83,490	83,490	83,490	58,550	58,550
Closed to motorized use (acres)	17,040	17,040	17,040	41,980	41,980
Summer Travel					
Motorized cross-country travel (acres)	0	0	0	0	0
Two-wheel motorized trail (miles)	6.0	6.0	6.0	6.0	0
ATV trail (miles)	4.9	4.9	4.9	4.9	9.8
OHV trail (miles)	0	0	0	0	1.1
Non-motorized trail (miles)	9.6	9.6	9.6	9.6	9.6
NFS open road (miles)	35.1	35.1	35.1	35.1	33.6
NFS seasonally open road (miles)	0	0	0	0	0

Winter

There are two existing closures to motorized use adjacent to the Frank Church--River of No Return (FC-RONR) Wilderness. Closures to over-snow vehicle use remain in Alternatives A, B, and C. In Alternatives D and E an additional area north from Profile Peak to the existing closure in the Cottontail Point/Pilot Peak IRA would be closed to protect wildlife habitat connectivity. In all alternatives, Road 50340 to Edwardsburg would remain open to snowmobile traffic, although the area surrounding either side of the road would be closed to motorized over-snow use in Alternatives D and E.

Summer

This MA lies adjacent to the FC-RONR Wilderness. Many trails in the area lead into the Wilderness. There is one developed campground. The remainder of the MA receives low to moderate dispersed use. The recreation emphasis is on providing dispersed opportunities.

Table 2-21. MA 13 – Road and Trail Proposals by Alternative

Proposal ID	Number	Road or Trail	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Miles
13-1	67	Trail	2-wheel motorized	2-wheel motorized	2-wheel motorized	2-wheel motorized	ATV	4.9
13-1	67	Trail	2-wheel motorized	2-wheel motorized	2-wheel motorized	2-wheel motorized	OHV	1.1
13-2	50371	Road	ATV	ATV	ATV	ATV	ATV	4.9
13-8	50343	Road	Open	Open	Open	Open	Closed	1.4

Note: Proposal 13-2 would convert 50371 from a road used as an ATV trail to an ATV trail

Changes between the Draft EIS and Final EIS

- Proposals 13-1 (Road 504128000 Quartz Creek) has been added to Alternative E. This proposal would allow full-sized OHVs to travel to the gate at mile post 1.1 (located near the Skipper Lode mine) and use the existing roadbed as an ATV trail past the gate.

- Proposal ID 13-2 (Road 50371 Big Creek Smith Creek) is currently being managed as a road. However, it is not suitable for full-sized motor vehicles. Alternative E proposes to manage the route as an ATV trail rather than a road.
- Proposal ID 13-8 (Road 50343 Logan Creek Road) has been added to Alternative E. This proposal would close the road to motorized use past the intersection with Road 503435000. This proposal is brought forward from the Big Creek RAP.

Opportunities

- Maintain or improve trailheads for Big Creek, Mosquito Ridge, Cougar Basin, Missouri Ridge, and Monumental Creek during the planning period to promote trail access opportunities. (Forest Plan 2003: p. III-265: Objective 1325)
- Work with the Valley County Board of Commissioners to secure access to Quartz Creek road.

2.6 Management Requirements

Management requirements arise from Forest Plan direction designed for the protection of Forest resources (Forest Plan 2003). In most cases these requirements are synonymous with Forest Plan Standards which are binding limitations placed on management actions. Exceptions are made in some cases to allow temporary or short-term degrading effects in order to achieve long-term goals. A project or action that varies from a relevant standard cannot be authorized unless the Forest Plan is amended to modify, remove, or waive its application. Guidelines represent a preferred or advisable course of action which is expected to be carried out. Deviation from compliance does not require a Forest Plan amendment (as with a standard), but rationale for deviation must be documented in the project decision document. In some cases, management requirements may also include objectives. Objectives form the basis for project-level actions or proposals to help achieve Forest goals. The timeframe for accomplishing objectives, unless otherwise stated, is generally considered to be the planning period, or the next 10 to 15 years. Since the planning period for the Travel Plan is similar to that of the Forest Plan (10 to 15 years), it may be appropriate to include certain objectives as management requirements. Forest Plan direction in the following table is not all inclusive; instead it focuses on resource protection needs specific to this project.

Categories based on purpose have been developed for the management direction detailed in the following table and are referenced using the following codes:

Purpose:

A	To reduce runoff , erosion, and sediment delivery
B	To limit adverse soil, water, riparian, and aquatic resource impacts with management actions
C	To conserve productive soil resources and long-term soil productivity
D	To protect or enhance a broad spectrum of recreation opportunities.
E	To minimize the introduction and spread of noxious weeds
F	To maintain or improve wildlife habitat
G	To protect fish or their habitat and water quality
H	To protect heritage resources and tribal interests
I	To limit infringement on the rights of public or private entities

Table 2-27. Management Requirements

Source	Management Requirement	Objective
Invasive Plants		
NPOB06 (p. III-36)	Emphasize prevention of noxious weed establishment through education and cooperation with recreation user groups such as all-terrain vehicle (ATV), motorcycle, and stock user groups.	C, E
NPST10 (p. III-37)	Projects that may contribute to the spread or establishment of invasive weeds shall include measures to reduce the potential for spread and establishment of invasive weed infestations (see also NPST03, 06, 07, 08)	C, E
Threatened and Endangered Species		
TEOB27 (p. III-10)	During fine-scale analyses in areas where dispersed and developed recreation practices or facilities are identified as a potential concern or problem contributing to adverse effects to TEPC species or degradation of their habitats, evaluate and document where the problems are and prioritize opportunities to mitigate, through avoidance or minimization, adverse effects to TEPC species.	F
TEOB28 (p. III-10)	During travel planning, identify areas of concentrated snow compaction activities (designated trails, snow play areas) in lynx habitat within LAUs, and minimize snow compaction in those areas to reduce potential conflicts.	F
TEOB30 (p. III-10)	Manage recreational activities to maintain lynx habitat and connectivity.	F
TEST01 (p. III-11)	The Forest shall consult with the NMFS and Fish and Wildlife Service as needed, and appropriate, to comply with consultation requirements under the Endangered Species Act and Magnuson-Stevens Act.	F, G
TEST02 (p. III-11)	For Forest-wide, watershed, or project-level Biological Opinions (BOs) and Biological Assessments (BAs) with letters of concurrence, requirements shall continue to apply until their expiration date unless these documents are specifically updated during further review with related regulatory agencies. Exception to this standard: The 1995 and 1998 Chinook and Steelhead Biological Opinions and 1998 Bull Trout Biological Opinion are replaced by the Biological Opinion for this Forest Plan revision…	F, G
TEST03 (p. III-11)	Design and implement projects to meet the terms of Forest Service approved portions of recovery plans. If a recovery plan does not yet exist, use the best information available (for example, BAs, BOs, letters of concurrence, Forest Service-approved portions of Conservation Strategies) until a recovery plan is written and approved.	F, G
TEST04 (p. III-11)	Management actions that have adverse effects on Proposed or Candidate species or their habitats, shall not be allowed if the effects of those actions would contribute to listing of the species as Threatened or Endangered under the ESA.	F, G
TEST06 (p. III-11)	Management actions shall be designed to avoid or minimize adverse effects to listed species and their habitats. For listed fish species, use Appendix B for determining compliance with this standard.	F, G
TEST12 (p. III-11)	Mitigate, through avoidance or minimization, management actions within known nest or denning sites of TEPC species if those actions would disrupt reproductive success during the nesting or denning period. During project planning, determine sites, periods, and appropriate mitigation measures to avoid or minimize effects.	F, G

Table 2-27. Management Requirements

Source	Management Requirement	Objective
TEST34 (p. III-14)	Allow no net increase in groomed or designated over-the-snow routes or play areas, outside of baseline areas of consistent snow compaction, by LAU or in combination with immediately adjacent LAUs unless the Biological Assessment demonstrates the grooming or designation serves to consolidate use and improve lynx habitat. This does not apply within permitted ski area boundaries, to winter logging, and access to private inholdings. Also, permits, authorizations or agreements could expand into baseline routes and baseline areas of existing snow compaction, and grooming could expand to routes of existing snow compaction and routes that have been designated but not groomed in the past and still comply with this standard.	F
TEGU01 (p. III-14)	Discretionary actions should avoid take of listed species, and actions where the Forest's discretion is limited should minimize adverse effects that could lead to a take.	F, G
TEGU02 (p. III.14)	For proposed actions that may affect potential habitat of TEPC species, identify potential habitat and determine species presence within or near the project area. Document the rationale for not identifying potential habitat and determining species presence for TEPC species in the project record.	F, G
TEGU03 (p. III.14)	Management actions in occupied Proposed or Candidate species habitat should be modified or relocated if the effects of the actions would contribute to a trend toward ESA listing for these species.	F, G
Wildlife		
WIST02 (p. III-27)	Design and implement projects within occupied habitats of Sensitive species to help prevent them from becoming listed. Use Forest Service-approved portions of Conservation Strategies and Agreements, as appropriate, in the management of Sensitive species habitat to keep management actions from contributing to a trend toward listing for these species.	F
WIST03 (p. III-27)	Mitigate management actions within known nesting or denning sites of MIS or Sensitive species if those actions would disrupt the reproductive success of those sites during the nesting or denning period. Sites, periods, and mitigation measures shall be determined during project planning.	F
WIST06 (p. III-27)	Mitigate human-caused disturbances within winter/spring ranges if disturbances cause displacement of wildlife while they are occupying those ranges.	F
WIGU06 (p. III-27)	Management actions in occupied Sensitive species habitat should be modified or relocated if the effects of the actions would contribute to a trend toward ESA listing for these species.	F
WIGU08 (p. III-28)	Big game vulnerability to road related mortality should be evaluated during mid-, fine- or site/project-level travel management planning to help assess effects of potential travel management decisions on state population objectives.	F
Roads		
FRGO01 (p. III-58)	Provide and maintain a safe, efficient Forest transportation system that meets resource management and access needs, while mitigating degrading resource effects.	B
FROB05 (p. III-59)	Coordinate transportation systems, management, and decommissioning with other federal, state and county agencies, tribal governments, permittees, contractors, cost-share cooperators, and the public to develop a shared transportation system serving the needs of all parties to the extent possible.	I
FROB06 (p. III-59)	Identify roads and facilities that are not needed for land and resource management, and evaluate for disposal or decommissioning.	B
FROB12 (p. III-59)	During fine-scale analyses in areas where roads and facilities are identified as a potential concern or problem contributing to degradation of water quality, aquatic species or occupied sensitive or Watch plant habitat, evaluate and document where the contributing facilities are and prioritize opportunities to mitigate effects.	B

Table 2-27. Management Requirements

Source	Management Requirement	Objective
FRST02 (p. III-59)	To accommodate floods, including associated bedload and debris, new culverts, replacement culverts, and other stream crossings shall be designed to accommodate a 100-year flood recurrence interval unless site-specific analysis using calculated risk tools or another method, determines a more appropriate recurrence interval.	G
FRST03 (p. III-59)	In support of road management decisions, use an interdisciplinary science-based roads analysis process such as Roads Analysis: Informing Decisions About Managing the National Forest Transportation System (USDA FS, 1999 Report FS-643).	B, C
FRGU03 (p. III-60)	Prior to decommissioning roads, opportunities related to those roads for potential development or use as travel routes for ATVs, mountain bikes, or other alternative forms of transportation, should be considered.	D
FRGU04 (p. III-60)	Roads that are not desired for public access or tribal uses, and that are no longer needed to manage the Forest or to provide access to inholdings should be considered for decomissioning and returning the lands that they occupy to desired resource management.	B
FRGU05 (p. III-60)	Where practical alternatives exist, roads in RCAs that are degrading riparian-dependent resources should be evaluated for obliteration or relocation.	A
FRGU06 (p. III-60)	New roads and landings should be located out of RCAs wherever possible. When new roads or landings must be located in RCAs, they should be developed such that degrading effects to RCAs are mitigated	A
FRGU09 (p. III-60)	Travel management should be used, as needed, to accomplish the following: Provide for the safety and welfare of the users. Protect threatened and endangered species and their habitat. Protect Forest resources, such as wildlife, soil, vegetation, and water. Provide a diversity of recreational experiences and reduce user conflicts. Protect road and trail investments. Comply with Forest contracts or permits, cooperative agreements, road purchase agreements, easement deeds, or other formal documents of the Government requiring that road use be controlled. Coordinate hunting and fishing opportunities with State agencies.	All
FRGU10 (p. III-60)	When considering closure or decommissioning of roads for which an RS2477 assertion has been made by either a State or a County government, the merits of the assertion should be evaluated prior to taking any actions.	I
FRGU11 (III-60)	Where opportunities to mitigate facilities and road management practices causing degradation have been identified, consider mitigating through measures such as relocation, closure, and changes in management strategy, alteration, or discontinuance.	B
Recreation		
REGO03 (p. III-62)	Address current and emerging recreation conflicts, while maintaining recreation opportunities when possible.	D
REGO04 (p. III-62)	Manage recreation uses and facilities to mitigate degrading effects from recreation to other resources. All alternatives are consistent.	B
REGO05 (p. III-62)	Manage motorized and non-motorized travel and travel-related facilities to: Provide for public safety, Meet resource objectives and access needs, Mitigate road and trail damage, and Minimize maintenance costs and user conflicts.	B, D, F, G, I
REGO06 (p. III-62)	Provide an array of winter recreation experiences, while mitigating conflicts between motorized and non-motorized use and wintering wildlife.	D, F
REOB06 (p. III-62)	Identify and develop motorized use opportunities in locations appropriate for motorized uses through road to trail conversion, development of new trails, and other methods.	D

Table 2-27. Management Requirements

Source	Management Requirement	Objective
REOB08 p. III-63)	Inform the public in a timely manner about management actions affecting their recreation opportunities at appropriate locations, including roads, trails, and at developed sites.	I
REOB18 p. III-63)	Initiate a process of phased, site-specific travel management planning as soon as practicable. Prioritize planning based on areas where the most significant user conflicts and resource concerns are occurring. Identify and address inconsistent access management of roads, trails, and areas across Forest, Ranger District, and interagency boundaries.	D
REOB19 (p. III-63)	Manage cross-country travel to mitigate recreationist and big game conflicts on winter/spring ranges.	F
REOB21 (p. III-63)	During fine scale analyses in areas where recreational trails are identified as a potential concern or problem contributing to degradation to other resources, evaluate and document the location of the trail degradation and prioritize opportunities to mitigate effects.	B
REOB22 (p. III-63)	During project planning and implementation, develop measures to mitigate degrading effects from National Forest System and non-National Forest System trails.	D
REOB23 (p. III-63)	Provide networks of marked and designated snow machine, cross-country ski, and other winter travel routes and trailhead facilities, while meeting other resource goals and objectives.	D
REOB25 (p. III-63)	Provide opportunities for backcountry winter recreation in areas without wintering wildlife conflicts.	D, F
REOB26 (p. III-63)	Support winter trail management through cooperative agreements with other agencies and groups.	D, I
REST02 (p. III-64)	When new recreation facilities and trails must be located in RCAs, they shall be developed such that degrading effects to RCAs are mitigated. Where reasonable and practical location alternatives exist, new recreation facilities and trails should be located outside of RCAs.	A
REST04 (p. III-64)	On all lands outside of designated travel ways, motorized use shall be prohibited unless otherwise authorized.	A, C
REGU04 (p. III-64)	Local Forest Service resource managers should facilitate and encourage involved user groups to resolve use conflicts among themselves. When the involved user groups accomplish resolution, the Forest Service should strongly consider recommendations and implement within the laws, regulations, and policies that govern management of the National Forests. When the involved user groups do not accomplish resolution, the Forest Service should work to resolve the conflict based on the agency mission.	I
REGU07 (p. III-65)	Where recreation facilities or practices have been identified as potentially contributing to degradation of water quality, aquatic species, or occupied sensitive and watch plant habitat, facilities and practices causing degradation should be considered for relocation, closure, changes in management strategy, alteration, or discontinuance.	A, B, F, G
REGU09 (p. III-65)	All projects and activities should maintain or enhance the adopted ROS classes as displayed on the Forest ROS strategy maps.	D
REGU11 (p. III-65)	New road construction should not occur within the summer Primitive and Semi-Primitive Non-Motorized areas.	D
REGU12 (p. III-65)	During the winter season, motorized use may be allowed to set cross-country skiing tracks or skating lanes within the Semi-Primitive Non-Motorized areas.	D
REGU21 (p. III-66)	Trailhead facilities should be provided and managed commensurate with the appropriate level of use, resource effect, and local priority. These facilities may be public or private, depending on their location.	D
REGU22 (p. III-66)	Funding priorities for trail maintenance should be based on: a) The five maintenance levels and traffic classes of trail use, b) Resource degradation, and/or c) Type and degree of use.	B, D

Table 2-27. Management Requirements

Source	Management Requirement	Objective
REGU24 (p. III-66)	The Trail Roads Analysis Process or other appropriate method should be used to identify opportunities for road to trail conversions and trail decommissioning.	All
REGU27 (p. III-66)	Winter recreation opportunities should be managed to provide for user safety and to minimize user conflicts. Winter recreation management should recognize that some activities are not compatible in the same locations and should be separated when needed to maintain user safety and quality recreation experiences.	I
REGU28 (p. III-66)	When resolving conflicts between winter recreation user groups, appropriate consideration and protection should be given to capital investments such as groomed and/or designated trails.	I
Research Natural Areas (RNA)		
RNGU02 (p. III-76)	Potential degradation from motorized use should be considered when developing RNA Management Plans and Travel Management Planning.	A, B, C, E, F, G
Heritage Program		
HPST01	Review undertakings that may affect cultural resources to identify potential impacts. Compliance with Sections 106 and 110 of the NHPA shall be completed before the responsible agency official signs the project decision document.	H
HPST02	Conduct cultural resource inventories in consultation with the appropriate Tribal and State Historic Preservation Offices and other individuals and organizations likely to have knowledge of historic properties in the area.	H
Tribal Rights and Interests		
TRST04 (p. III-72)	During project planning, affected tribes shall be consulted regarding opportunities for restoration, enhancement, and maintenance of native plant communities that are of interest to tribes when proposed activities may affect those plant communities.	H
TRST06 (p. III-72)	Management decisions affecting cultural resources important to tribes shall consider Indian values and perspectives, as mandated by Sections 106 and 110 of the NHPA.	H
Soil, Water, Riparian and Aquatic Resources		
SWOB18 (p. III-21)	Reduce road-related effects on soil productivity, water quality, and aquatic/riparian species and their habitats. Refer to the Watershed and Aquatic Recovery Strategy (WARS) for mid-scale prioritization indicators to assist in fine and site/project scale restoration prioritization planning.	A, B, C
SWST01 (p. III-21)	Management actions shall be designed in a manner that maintains or restores water quality to fully support beneficial uses and native and desired non-native fish species and their habitat, except as allowed under SWRA Standard #4 below. Use the MATRIX located in Appendix B to assist in determining compliance with this standard	G
SWST07 (p. III-22)	Ensure that new proposed management activities within watersheds containing 303(d) listed water bodies improve or maintain overall progress toward beneficial use attainment for pollutants that led to the listing.	B
SWST08 (p. III-22)	Fish passage shall be provided at all proposed and reconstructed stream crossings of existing and potential fish-bearing streams unless protection of pure-strain native fish enclaves from competition, genetic contamination, or predation by exotic fishes is determined to be an overriding management concern.	G
SWGU01 (p. III-23)	Federal, state, county, tribal, and regulatory agency priorities should be considered early in the process of subbasin review, fine- and site/project-scale analyses, and restoration priorities to help ensure priorities compliment each other where possible, or at least minimize conflicts.	I

Table 2-27. Management Requirements

Source	Management Requirement	Objective
SWGU02 (p. III-23)	When doing fine-scale assessments, the MATRIX in Appendix B should be used to assist in establishing reference and current conditions. Based on a comparison of current and desired conditions, identify management opportunities for watershed and aquatic restoration.	A, B, C

2.7 Comparison of Alternatives

This section provides a comparative summary of how the alternatives respond to the purpose and need for action and how they respond to the significant issues. It also displays the projected outputs and other environmental effects that may influence alternative selection. Based on this information and the analysis provided in Chapter 3, the responsible official and the public should be able to see why some alternatives affect resources and issues differently than others, and what the trade-offs are between alternatives; that is, to provide "a clear basis for choice among options by the decision maker and the public" (40 CFR 1502.14).

The tables and discussion on the following pages compare issue indicators and resource effects by alternative for each significant issue in a summary form. Chapter 3 provides detail of the effects of alternative implementation.

2.7.1 Recreation

Table 2-28. Recreation Issue 1

Travel management may affect opportunities for motorized and non-motorized recreation activities in summer.

Indicator	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Miles of open road and seasonally open NFS road	**1,637.5**	**1,612.7**	**1,634.8**	**1,605.8**	**1,623.0**
Miles of: **1) Two-wheel motorized, and** **2) Miles of non-motorized trail**	**581.9** **504.3**	**434.5** **596.1**	**572.8** **495.2**	**408.4** **614.2**	**506.7** **537.9**
Miles of ATV trail	**75.3**	**89.0**	**127.9**	**69.0**	**108.0**
Miles of OHV trail	**2.8**	**3.1**	**3.1**	**2.8**	**7.4**
Acres open to cross-country motor vehicle use	**510,930** Motorized cross-country travel allowed	**0** Motorized cross-country travel prohibited	**0** Motorized cross-country travel prohibited	**0** Motorized cross-country travel prohibited	**0** Motorized cross-country travel prohibited

Table 2-29. Recreation Issue 2

Travel management may affect opportunities for motorized and non-motorized recreation activities in winter.

Indicator	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Acres open and closed to over-snow vehicles	**1,078,540 acres open** **451, 200 acres closed** 70% of the project area open to snowmobile use - all acres are usually within snow levels. 29% of the project area available for non-motorized over-snow use - some acres are below snow levels. Existing closures used by skiers are located in Jughandle Mountain, Squaw Point, Sturgill Peak.	**1,061,130 acres open** **468,610 acres closed** 69% of the project area open to snowmobile use – all acres are usually within snow levels. 31% of the project area available for non-motorized over-snow use - some acres are below snow levels. Proposed closures in Granite Basin, Bear Basin and Lick Creek area would provide non-motorized areas with better access, safer conditions and untracked snow for longer periods of time.	**1,156,700 acres open** **373,040 acres closed** 73% of the project area open to snowmobile use - are acres are usually within snow levels. 27% of the project area available for non-motorized over snow use - some acres are below snow levels. Least amount of proposed closures of all alternatives. Proposed closure in Granite, Bear Basin and Lick Creek area would provide non-motorized areas with better access, safer conditions and untracked snow for longer periods of time.	**873,740 acres open** **656,000 acres closed** 57% of the project area open to snowmobile use - all acres are usually within snow levels. 42% of the project area available for non-motorized over-snow use – some acres are below snow levels. Largest amount of proposed closures. Proposed closure of Granite, Bear Basin and Lick Creek area with additional closures in Slab Butte, Upper Payette Lake, and expansion of existing Jug Handle closure would provide non-motorized areas with better access, safer conditions and untracked snow for longer periods of time	**962,790 acres open** **566,950 acres closed** 63% of the project area open to snowmobile use – all acres are usually within snow levels. 37% of the project area available for non-motorized over-snow use – some acres are below snow levels, and many areas too far for recreational use. Proposed motorized closures greater than in Alternative B and C, but less than Alternative D. Proposed closures in Slab Butte, Patrick Butte, Hazard Creek, Bear Pete, Marshall Meadows, Big Creek, and Crestline South, Bear Basin and Granite closures are similar to Alternative C. Proposed closure is similar to Alternative B for Lick Creek. Proposed open motorized areas provide for multiple snowmobile play areas. Proposed non-

Table 2-29. Recreation Issue 2

Travel management may affect opportunities for motorized and non-motorized recreation activities in winter.

Indicator	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
					motorized areas provide improved access fro skiers and snowshoers with safer conditions and longer periods of untracked snow.
Use areas with clear boundary designations	**Poor-Moderate** Numerous documented snowmobile intrusions to non-motorized areas. Areas somewhat laid out on visible terrain features making accidental entry into some areas unlikely.	**Moderate** New areas proposed for non-motorized use have been laid out on visible terrain and man-made features making accidental entry into areas unlikely.	**Moderate-Good** New areas proposed for both non-motorized use and motorized use have been laid out on visible terrain and man-made features making accidental entry into areas unlikely.	**Moderate–Good** New areas proposed for non-motorized use have been primarily laid out on visible terrain and man-made features making accidental entry into areas unlikely.	**Poor-Moderate** Proposed non-motorized areas designed for recreation use have visible terrain and man-made feature boundaries making accidental entry into areas unlikely, but the multiple wildlife closure areas will be difficult to find on the ground and are too large to sign effectively.
Miles of groomed snowmobile trail	**245.9** = miles **approved in the 2000 trail grooming Cost Share Agreement** with the state and Valley County [note the distinction with other alternatives]	**225.5** = miles **actually being groomed on the ground** (not all trails approved in 2000 are groomed)	**236.8** = miles desired in the future to be incorporated into the new 2005 grooming Cost Share Agreement	**225.5** same as Alternative B	**236.8** same as Alternative C

Table 2-29. Recreation Issue 2

Travel management may affect opportunities for motorized and non-motorized recreation activities in winter.

Indicator	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Proximity of non-motorized areas to parking and access points for winter based activities	**Poor** Main backcountry ski areas are located more than 3 miles from developed trailheads and access points.	**Poor-Good** Proposed closures provide non-motorized over-snow opportunities within 3 miles of trailheads and access points.	**Poor-Moderate** Proposed closures provide minimal non-motorized over snow opportunities within 3 miles of trailheads and access points.	**Good-Excellent** Proposed closures provide multiple access points to non-motorized over snow opportunities within 3 miles of trailheads and access points.	**Good** Proposed closures provide multiple access points to non-motorized over-snow opportunities within 3 miles of trailheads and access points.
Approximate acres of skiable terrain	**Moderate** **160,490 acres** non-motorized skiable terrain acres (does not include the Brundage ski area)	**Good** **172,477 acres** These acres incorporate the proposed Granite Mountain, Bear Basin and Lick Creek non-motorized areas	**Moderate** **159,188 acres** Includes more limited areas compared to Alt B: in Granite Mountain, Bear Basin, Lick Creek areas. Two previously non-motorized areas are proposed for conversion to motorized over-snow use.	**Excellent** **222,468 acres** Includes larger areas compared to Alt B in Granite Mountain, Bear Basin, Lick Creek areas & proposes additional areas in Jughandle, Upper Payette Lake, Slab Butte Marshall Mountain area.	**Good – Excellent** **205,016 acres** Includes a portion of Granite Basin and Slab Butte area which would provide excellent non-motorized skiing opportunities, and Crestline South and Lick Creek which would provide good skiing opportunities.

Table 2-30. Recreation Issue 3

Travel management may affect road and trail program costs.

Indicator	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Costs to program management	**No savings** **Trails:** Existing program costs do not keep up with needed trail maintenance. Grants and volunteer program support still do not meet trail program demands. **Roads:** For all alternatives, existing congressional funding is insufficient to fund scheduled road maintenance.	**Modest savings** **Trails:** With a reduction of approximately 42 miles in trails, program costs come closer to balancing with program needs, but will not keep up with needed trail maintenance. Grants and volunteer support will continue to be relied on to meet trail program goals. **Roads:** For all alternatives, existing congressional funding is insufficient to fund scheduled road maintenance.	**No savings** **Trails:** An increase of approximately 35 miles of trail is added to the trail system. Cost to maintain trail system would continue to exceed allocated and grant funding available for basic maintenance. Grant and volunteer support will continue to be relied on to help achieve trail program goals. Large investments would be needed to get proposed ATV trails to standard. **Roads:** For all alternatives, existing congressional funding is insufficient to fund scheduled road maintenance.	**Modest savings** **Trails:** With a reduction of approximately 70 miles of trails, program cost comes closest to meeting trail program demands, but will not keep up with needed trail maintenance. Grants and volunteer support will continue to be relied on to meet trail program goals. **Roads:** For all alternatives, existing congressional funding is insufficient to fund scheduled road maintenance.	**No savings** **Trails:** A reduction of approximately 4 miles of trail. Program costs come closer to balancing with program needs, but will not keep up with needed trail maintenance. Grant and volunteer support will continue to be relied on to help achieve trail program goals. Large investments would be needed to get proposed ATV trails to standard. **Roads:** For all alternatives, existing congressional funding is insufficient to fund scheduled road maintenance.

Table 2-31. Recreation Issue 4

Separation of potentially conflicting uses – particularly motorized and non-motorized – in travel management may affect the safety of recreationists.

Indicator	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Degree of public safety provided based on separation of uses	Potentially unsafe in winter. Safety issues include potential and documented collisions between snowmobiles and backcountry skiers, and skiing hazards created by deep snowmobile tracks. In summer, potential for motorized and non-motorized collisions on motorized ATV and two-wheel single track trails.	Potentially more safe in winter. Proposed non-motorized use areas would reduce the potential for collisions between backcountry skiers and snowmobiles and the hazards formed by snowmobile tracks. Summertime trail safety may improve on trails proposed for conversion to non-motorized use by eliminating motorized vehicles.	Potentially moderately more safe in winter. Proposed non-motorized use areas are smaller in Alt C than in Alts B and D. Separation of motorized and non-motorized uses would reduce the potential for collisions between backcountry skiers and snowmobiles and the hazards formed by snowmobile tracks. Summertime trail safety issues could increase with more non-motorized trails being converted to motorized trails.	Potentially most safe in winter. Proposed non-motorized use areas are greatest in Alt D, would provide greatest reduction in the potential for collisions between backcountry skiers and snowmobiles and the hazards formed by snowmobile tracks. Summertime trail safety could improve on trails proposed for conversion to non-motorized use by removing motorized vehicles.	Potentially more safe in winter. Proposed additional non-motorized use areas would reduce the potential for collisions between backcountry skiers and snowmobiles and the skiing hazards created by snowmobile tracks. Summertime trail safety would be similar to Alternative A.

Table 2-32. Recreation Issue 5

Changes in motorized use may affect Recreation Opportunity Spectrum (ROS) settings for both summer and winter use.

Indicator	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Change to Recreation Opportunity Spectrum (ROS)	No change to current ROS in winter or summer	Potential minimal changes in both winter and summer ROS from SPM to SPNM areas due to conversions of motorized trails to non-motorized and winter motorized over-snow closures	Potential minimal changes from SPNM to SPM in summer, large scale changes from SPNM to SPM in winter over-snow	Potential minimal changes in summer ROS from SPM to SPNM, large scale changes from SPM to SPNM in winter over-snow	Potential minimal change in summer ROS from SPM to SPNM, potential minimal change in winter over-snow. Area changes from SPM to SPNM would be almost balanced by changes from SPNM to SPM.

Table 2-33. Roadless Character and Wilderness Issue 1

Increases in motorized use may affect wilderness potential and wilderness attributes in Inventoried Roadless Areas (IRAs).

Indicator	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Effects to wilderness potential	No effects to wilderness potential of IRAs.	No measurable effects.	No measurable effects.	No measurable effects.	No measurable effects
Effects to wilderness attributes of Inventoried Roadless Areas (IRAs): solitude, primitive recreation, and natural integrity	No change to existing wilderness attributes.	Summer: Beneficial effects in MAs 2, 3, 4, 6, 7, 8, 9, 10,12 Winter: Beneficial effects in MAs 7, 12	Summer: Negative effects in MA 3 Winter: Beneficial effects in MA 7 Negative effects in MAs 10, 11	Summer: Beneficial effects in MAs 2, 3, 4, 6, 8, 9, 10, 12 Winter: Beneficial effects in MAs 7, 8, 12	Summer: Beneficial effects in MAs 6, 7, 10, 12 Winter: Beneficial effects in MAs 6, 7, 9, 12, 13 Negative effects in MAs 10, 11

2.7.2 Soil and Water

Table 2-34. Soil & Water Issue 1

The type, extent, and location of a designated motorized system of roads, trails, and areas may degrade soil productivity, accelerate erosion, and deliver sediment to streams.

Indicator	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Percent of the Management Area designated open to cross-country motor vehicle use and/or limited motorized access.	All Management Areas (MAs): No change	MAs 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13: Improvement MA 1: No Change	MAs 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13: Improvement MA 1: Degrade	MAs 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13: Improvement MA 1: No Change	MAs 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13: Improvement MA 1: No Change
Percent of Riparian Conservation Areas (RCAs) in designated areas open to cross-country motor vehicle use and/or limited motorized access	All Management Areas (MAs): No change	MAs 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13: Improvement MA 1: No Change	MAs 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13: Improvement MA 1: No Change	MAs 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13: Improvement MA 1: No Change	As 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13: Improvement MA 1: No Change
Miles of designated roads	All Management Areas (MAs): No change	MAs 3, 6, 8, 12: Improvement MAs 1, 2, 4, 5, 7, 9, 10, 13: No Change MAs 2, 7, 11: Degrade	MAs 6, 10: Improvement MAs 1, 2, 4, 5, 7,8, 9, 12, 13: No Change MAs 2, 3, 7, 11: Degrade	MAs 3, 6, 8, 10,12: Improvement MAs 1, 2, 4, 5, 7, 9, 13: No Change MAs 7, 11: Degrade	MAs 3, 6, 10, 12,13: Improvement MAs 1, 2, 4, 5, 7, 8, 9: No Change MAs 7, 11: Degrade
Miles of designated two-wheel motorized trails.	All Management Areas (MAs): No change	MAs 2, 3, 4, 6, 8, 9, 10, 11, 12: Improvement MAs 1, 5, 7, 13: No Change	MAs 2, 3, 9, 10, 11: Improvement MAs 1, 4, 5, 6, 7, 8, 13: No Change MA 12: Degrade	MAs 2, 3, 4, 6, 7, 8, 9, 10, 11, 12: Improvement MAs 1,2, 5, 13: No Change	MAs 2, 3, 6, 9, 10, 11, 12, 13: Improvement MAs 1, 5, 7, 8: No Change MA 4: Degrade

Table 2-34. Soil & Water Issue 1

The type, extent, and location of a designated motorized system of roads, trails, and areas may degrade soil productivity, accelerate erosion, and deliver sediment to streams.

Indicator	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Miles of designated ATV and OHV trails.	All Management Areas (MAs): No change	MAs 4, 11, 12: Improvement MAs 1, 5, 6, 7, 8, 9, 10, 13: No Change MAs 2, 3, 11, 12: Degrade	MAs 4, 5, 7, 8, 9, 12, 13: No Change MAs 1, 2, 3, 6, 10, 11: Degrade	MAs 4, 7, 9, 11: Improvement MAs 1,2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13: No Change	MAs 2, 4, 7: Improvement MAs 1, 5, 7, 8, 9, 12: No Change MAs 2, 3, 6, 10, 11, 13: Degrade
Miles of designated roads and motorized trails in subwatersheds with a high watershed vulnerability rating.	All Management Areas (MAs): No change	MAs 2, 4, 6, 9, 10, 12: Improvement MAs 1, 3, 5, 7, 8, 11, 13: No Change	MAs 10: Improvement MAs 3, 4, 5, 6, 7, 8, 9, 11, 13: No Change MAs 1, 2, 12: Degrade	MAs 2, 4, 6, 9, 10, 12: Improvement MAs 1, 3, 5, 7, 8, 11, 13: No Change	MAs 2, 10, 12: Improvement MAs 1, 3, 4, 5, 6, 7, 8, 9, 11, 13: No Change
Miles of designated roads and motorized trails within RCAs.	All Management Areas (MAs): No change	MAs 2, 3, 4, 6, 8, 9, 10, 12: Improvement MAs 1, 5,, 13: No Change MA 7, 11: Degrade	MAs 9, 10: Improvement MAs 1, 4, 5, 8, 13: No Change MAs 2, 3, 6, 7, 11, 12: Degrade	MAs 2, 3, 4, 6, 7, 8, 9, 10, 11, 12: Improvement MAs 1, 5, 13: No Change	MAs 3, 6, 9, 10, 12, 13: Improvement MAs 1, 4, 5, 8,: No Change MA s2, 7, 11: Degrade

Table 2-34. Soil & Water Issue 1

The type, extent, and location of a designated motorized system of roads, trails, and areas may degrade soil productivity, accelerate erosion, and deliver sediment to streams.

Indicator	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Number of inventoried stream crossings on designated roads and motorized trails.	All Management Areas (MAs): No change	MAs 2, 3, 4, 6, 8, 9, 10, 12: Improvement MAs 1, 5, 7, 11, 13: No Change MAs 11: Degrade	MAs 3, 9, 10: Improvement MAs 1, 4, 5, 7, 8, 11, 13: No Change MAs 2, 6, 11, 12: Degrade	MAs 2, 3, 4, 6, 7, 8, 9, 10, 11, 12: Improvement MAs 1, 5, 13: No Change	MAs 2, 3, 6, 9, 10, 12, 13: Improvement MAs 1,4, 5, 7, 8, 13: No Change MAs 6, 11: Degrade

2.7.3 Fisheries

Table 2-35. Fisheries Issue 1

Travel management may impact habitats for threatened, endangered, and sensitive fishes including the bull trout (a Management Indicator Species).

Indicator	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Change in WCI for substrate embeddedness	All watersheds are temporarily maintained and would degrade in the short and long term. Direct **effects not consisten**t with Forest Plan direction to avoid degradation of WCIs, because there is no long term benefit. Travel management revisions and compliance with Forest Plan direction would occur at an unknown rate.	Temporarily, condition would be maintained in Deep Creek and tributaries to the Brownlee Reservoir, Weiser River basin, Little Salmon River basin, Salmon River most tributaries between the Little Salmon River and SFSR, and the SFSR tributaries. All these areas would degrade in short and long term at lower rates than by making no change, hence this would benefit listed fish. Big Creek, Partridge, and Lake Creeks are maintained. This Alternative **is consistent** with Forest Plan.	Conditions in Deep Creek, tributaries to Brownlee Reservoir, Weiser River basin, Little Salmon River basin, most Salmon River tributaries between the Little Salmon and SFSR (except Partridge and Lake creeks), and lower SFSR tributaries and in the Secesh River would degrade in short and long term at lower rates than by making no change, hence this would benefit listed fish. Big Creek, Partridge Creek and Lake Creek are maintained. Tributaries to upper SFSR basin & East Fork SFSR would degrade, and are therefore, **not consistent** with Forest Plan.	Conditions in Deep Creek, tributaries to the Brownlee Reservoir, Weiser River basin, most Little Salmon River basin, Salmon River between the Little Salmon River and the upper SFSR, and the SFSR tributaries in the Secesh would degrade in short and long term, at lower rates than by making no change, hence this would benefit listed fish. Big Creek, Little Salmon River – Elk, Partridge Creek, and Lake Creek are maintained. Tributaries to the lower SFSR basin and in the East Fork SFSR would improve. This Alternative **is consistent** with Forest Plan.	Conditions in Deep Creek, tributaries to the Brownlee Reservoir, Weiser River basin, most of the Little Salmon River basin, most Salmon River tributaries between the Little Salmon River and the upper and lower SFSR, and the SFSR tributaries in the Secesh would degrade in short and long term, at lower rates than by making no change, hence this would benefit listed fish. Big Creek, Little Salmon River – Elk, Partridge Creek, and Lake Creek are maintained. Tributaries to the SFSR basin in the East Fork SFSR would improve. This Alternative i**s consistent** with Forest Plan.

Table 2-35. Fisheries Issue 1

Travel management may impact habitats for threatened, endangered, and sensitive fishes including the bull trout (a Management Indicator Species).

Indicator	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Change in WCI for stream bank condition	All watersheds would be maintained during all time periods. This Alternative is consistent with Forest Plan.	Conditions would be maintained in Deep Creek, Indian Creek, and tributaries to Weiser River basin, some tributaries to Little Salmon River basin, some tributaries to Salmon River between Little Salmon River and SFSR, and SFSR tributaries in the Secesh River and downriver from there, and Big Creek. Tributaries to Brea Creek and Crooked River, Most Little Salmon River basin tributaries, Middle Salmon- Indian, Warren Creek, French Creek, Partridge Creek, Lake Creek, and SFSR basin except those in the Secesh River basin would improve. This Alternative **is consistent** with Forest Plan.	Conditions would be maintained in Deep Creek, Wildhorse River tributaries, and tributaries to Weiser River basin, Little Salmon River basin, many Salmon River tributaries between the Little Salmon River & SFSR (except tributaries to Warren Creek) and SFSR in the East Fork SFSR and Secesh River. Tributaries to Middle Salmon - Indian and Warren Creek, and French Creek would improve. Tributaries to upper and lower SFSR would degrade. This alternative is **not consistent** with Forest Plan direction for the tributaries to the upper and lower SFSR.	Conditions would be maintained in Deep Creek, Indian Creek, most tributaries to the Weiser River basin, most tributaries to the Little Salmon River basin, and Big Creek. Bear Creek, Crooked River, and Little Weiser River, several Little Salmon River tributaries, and Salmon River tributaries between the Little Salmon River and SFSR and the entire SFSR basin would improve. This Alternative **is consistent** with Forest Plan.	Conditions would be maintained in Deep Creek, tributaries to the Brownlee basin, tributaries to the Weiser River basin, tributaries to the Little Salmon River (Boulder Creek), most tributaries to the Salmon River between the Little Salmon River and the SFSR, and the Secesh River and upper SFSR. Tributaries to Brownlee Reservoir basin, East Fork Weiser River, Rapid River and Hard Creek and Hazard Creek and Little Salmon River tributaries, Middle Salmon-Indian, Warren Creek, French Creek, and the East Fork and lower SFSR would improve. This Alternative **is consistent** with Forest Plan.

2.7.4 Wildlife

Table 2-36. Wildlife Issue 1

Motorized travel may affect summer and winter elk habitat and elk vulnerability during hunting season.

Indicator	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Summer					
Acres open to cross-country motor vehicle use.	No change from 511,000	0*	0*	0*	0*
Density (mi/mi.²) of open NFS roads and motorized trails by watershed[1] in summer	No change: 4 of 43 watersheds ≥ 2 mi/mi.²	See Table W-13 Slight decrease: 4 of 43 watersheds ≥ 2 mi/mi.²	See Table W-13 Slight increase: 4 of 43 watersheds ≥ 2 mi/mi.²	See Table W-13 Decrease: 3 of 43 watersheds ≥ 2 mi/mi.²	See Table W-13 Slight decrease: 4 of 43 watersheds ≥ 2 mi/mi.²
Hunting Season					
Percent of elk security habitat available during hunting season	3 of 27 Elk Analysis Areas (EAAs) >30%	Slight benefits: 3 of 27 EAAs >30%	Slight reduction: 3 of 27 EAAs >30%	Slight benefits: 3 of 27 EAAs >30%	Slight benefits: 3 of 27 EAAs >30%
Density (mi/mi.²) of open NFS roads and motorized trails by watershed[1] in fall	No change: all 43 watersheds < 2 mi/mi.²	Slight decrease: all watersheds < 2 mi/mi.²	Slight increase: all watersheds < 2 mi/mi.²	Decrease: all watersheds < 2 mi/mi.²	Slight decrease: all watersheds < 2 mi/mi.²
Winter					
Miles groomed snowmobile routes within elk winter range	4.55	4.55	4.55	4.55	4.55
Acres and percent elk winter range open to over-snow vehicle use	81,000 (43%)	81,000 (43%)	90,200 (48%)	72,700 (39%)	76,000 (41%)

* - except for travel 300 feet off open roads and 150 off motorized trails for purpose of dispersed camping

[1] - Five watersheds comprised of very low amounts (less than 1,000 acres) of NFS lands were not included in analysis

Table 2-37. Wildlife Issue 2

Motorized travel may affect Canada lynx habitat during summer and winter (over-snow).

Indicator	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Summer					
Density of roads and motorized trails within lynx habitat	< 2 miles/sq. mile	< 2 miles/sq. mile	< 2 miles/sq. mile	< 2 miles/sq. mile	< 2 miles/sq. mile
Winter					
Acres open and closed to over-snow vehicle use in lynx habitat	687,600 open (74%) 239,000 closed (26%)	675,100 open (73%) 251,500 closed (27%)	746,500 open (81%) 180,000closed (19%)	533,100 open (58%) 393,500 closed (32%)	607,700 open (66%) 318,800 closed (34%)
Miles groomed snowmobile routes within lynx habitat	137	129	137	129	137
Effects of over-snow vehicle use on habitat connectivity	Moderate	Moderate	High	Low	Low

Table 2-38. Wildlife Issue 3

Over-snow vehicle use may affect wolverine denning habitat.

Indicator	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Wolverine denning habitat closed to over-snow vehicle use	31%	33%	28%	65%	56%
Effects of over-snow vehicle use on habitat connectivity	Moderate	Moderate	Moderate to high	Very Low	Low

Table 2-39. Wildlife Issue 4

Travel management may affect habitat and/or populations of the pileated woodpecker (MIS), the white-headed woodpecker (MIS and Sensitive species), and the three-toed woodpecker (Sensitive species).

Indicator	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Changes in habitat and potential effects on individuals and populations	All alternatives may impact individuals but ***would not likely contribute to a trend toward Federal listing or cause a loss of viability to populations or species of three-toed woodpecker, white-headed woodpecker, and pileated woodpecker.***				

Table 2-40. Wildlife Issue 5

Travel management may affect habitat and/or populations of threatened, endangered and Forest Service Sensitive Species.

Indicator	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Changes in habitat and potential effects on individuals and populations	Any alternative ***may affect bald eagles but is not likely to adversely affect bald eagles or their habitat***. ***None of the action alternatives would jeopardize the continued existence of the gray wolf.*** Any alternative ***is likely to adversely affect*** northern Idaho ground squirrels or their habitat. For the ***spotted frog, boreal owl, flammulated owl, great gray owl, goshawk and fisher*** all alternatives may impact individuals but ***would not likely contribute to a trend toward Federal listing or cause a loss of viability to the population or species.***				

Table 2-41. Wildlife Issue 6

Travel management may affect migratory bird species.

Indicator	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Changes in habitat and potential effects on individuals and populations	Minimal habitat modification would take place under the alternatives proposed for the PNF Travel Plan. All alternatives ***may impact individuals and habitat, but would not indicate a local or regional change in habitat quality or population status*** of migratory birds.				

2.8 Winter Area Management

The following table and six maps summarize winter area management by alternative.

Table 2-42. Winter Motorized Closures by Main Purpose, Acres, and Alternative

Winter Motorized Closures by Main Purpose, Acres, and Alternative

MA No.	Management Area Name	Alternative A Closure Purpose:			Alternative B Closure Purpose:			Alternative C Closure Purpose:			Alternative D Closure Purpose:			Alternative E Closure Purpose:		
		Existng Closure	Rec*	Wildlife	Existng Closure	Rec	Wildlife	Existng Closure	Rec	Wildlife	Existng Closure	Rec	Wildlife	Existng Closure	Rec	Wildlife
1	Hells Canyon	32,061			32,061			32,061			32,061			32,061		
2	Snake River	64,233			64,233			64,231			64,233			64,231		
3	Weiser River	32,388			32,388			31,625			32,388			31,625		
4	Rapid River	23,802						23,802			23,802		6,223	23,802		8,189
5	Middle Little Salmon River					2,469			2,406			2,494			2,406	
6	Goose Creek/Hazard Creek	3,479	82	23,802		4,921		3,479	3,656			13,869	1,871	3,479	5,199	16,303
7	Payette Lakes	26,699			26,699	8,136		23,813	277		26,699	23,938	2,143	26,699	9,974	
8	Kennally Creek	2,325						2,322			2,325	5,849		2,325		
9	Lake Creek/French Creek			3,479						3,479			62,096			25,981
10	Fall Creek/Warren Creek	20,896		2,325	20,896						20,896		14,954			5,585
11	Upper Secesh River	11,231						2,754			11,231		14,104	3,660		14,077
12	South Fork Salmon River	216,955				1,967		165,574			216,955	1,971	30,437	216,923	1,967	29,370
13	Big Creek/Stibnite	17,043		11,231				17,043			17,043		24,933	17,043		24,295
				216,955												
				17,043												

"Existing Closures" originated in the prior Forest Plan (1988) and were frequently for big game habitat protection.
*"Rec" = Recreation

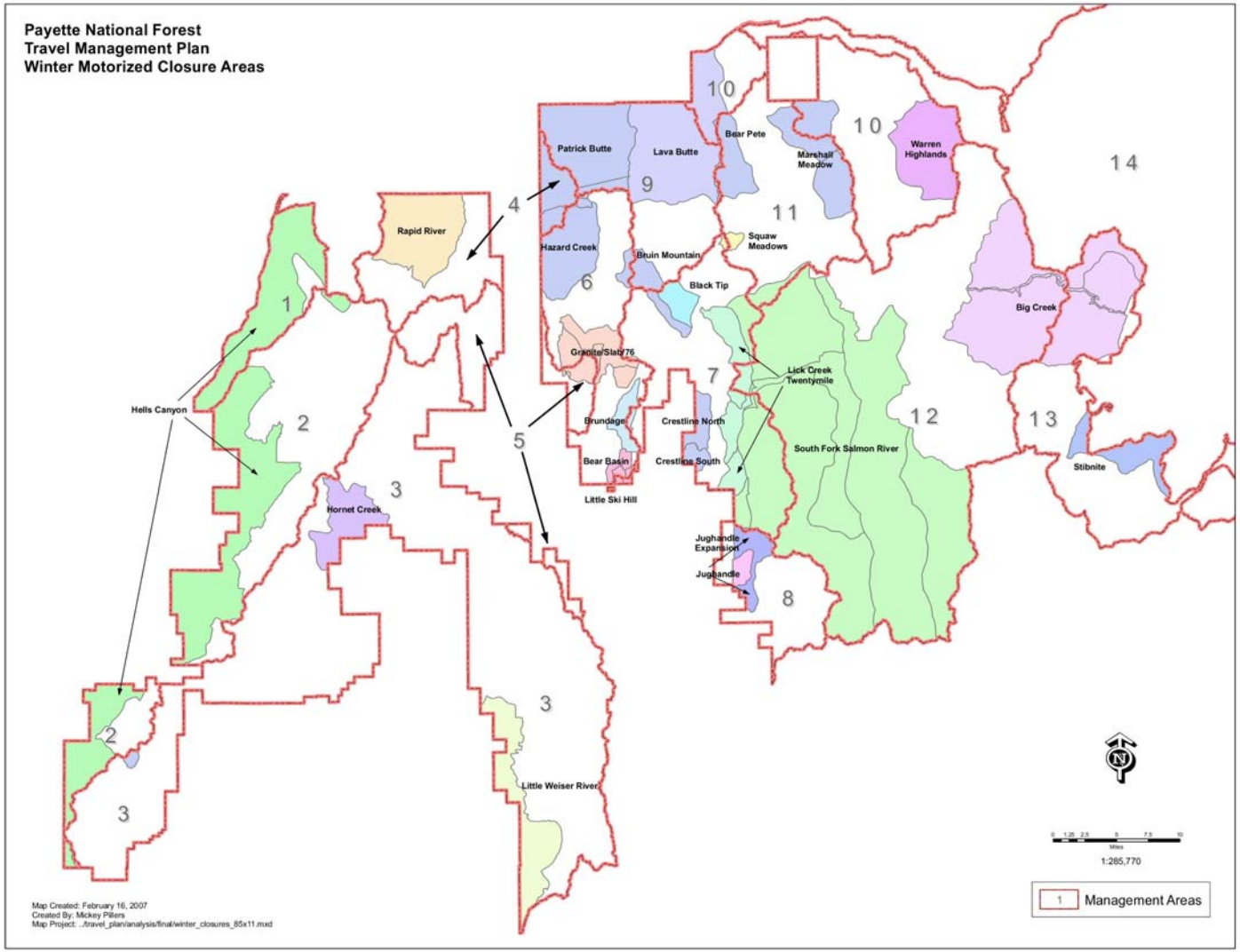

Figure 2-1. Winter Motorized Closure Areas

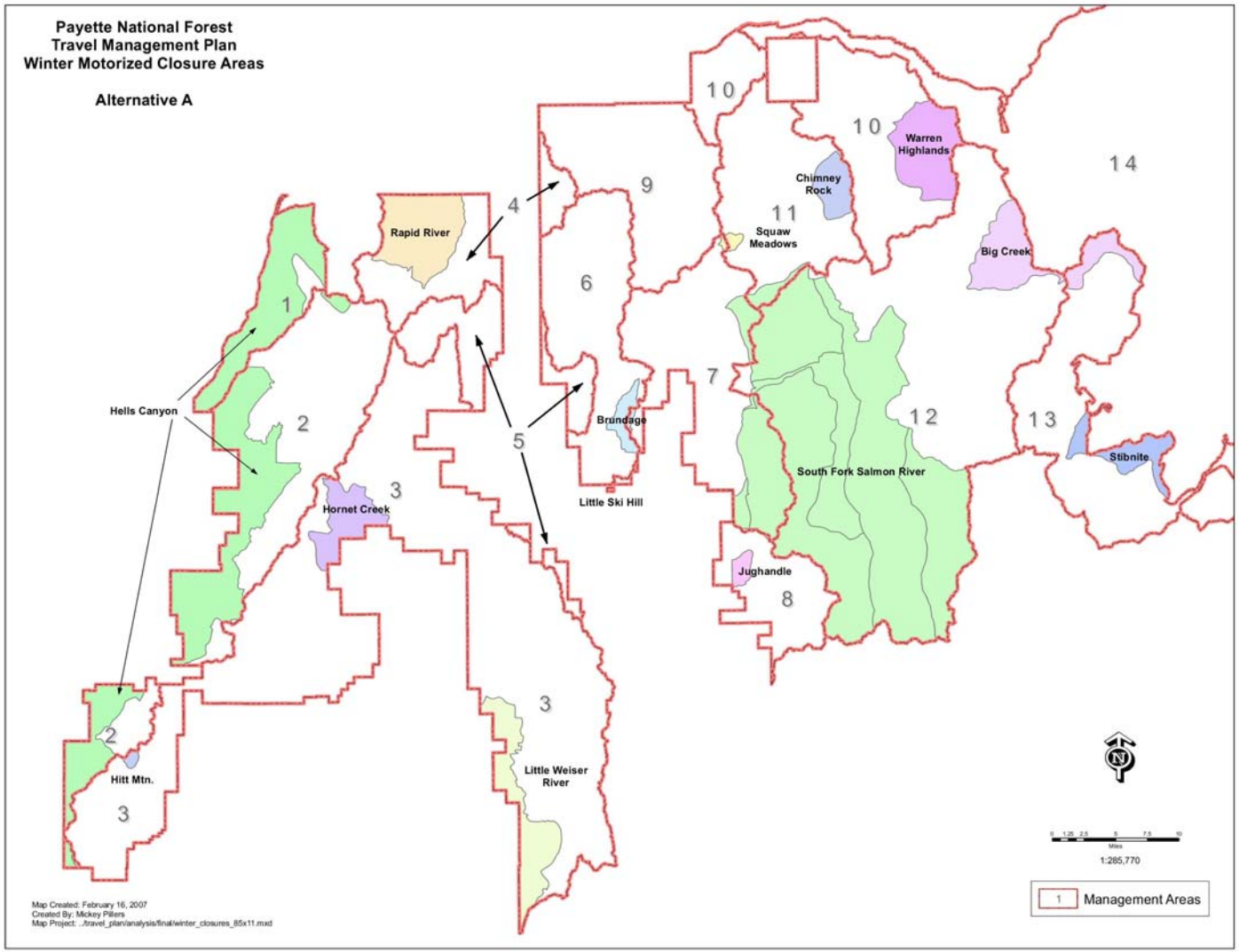

Figure 2-2. Winter Motorized Closure Areas Alternative A

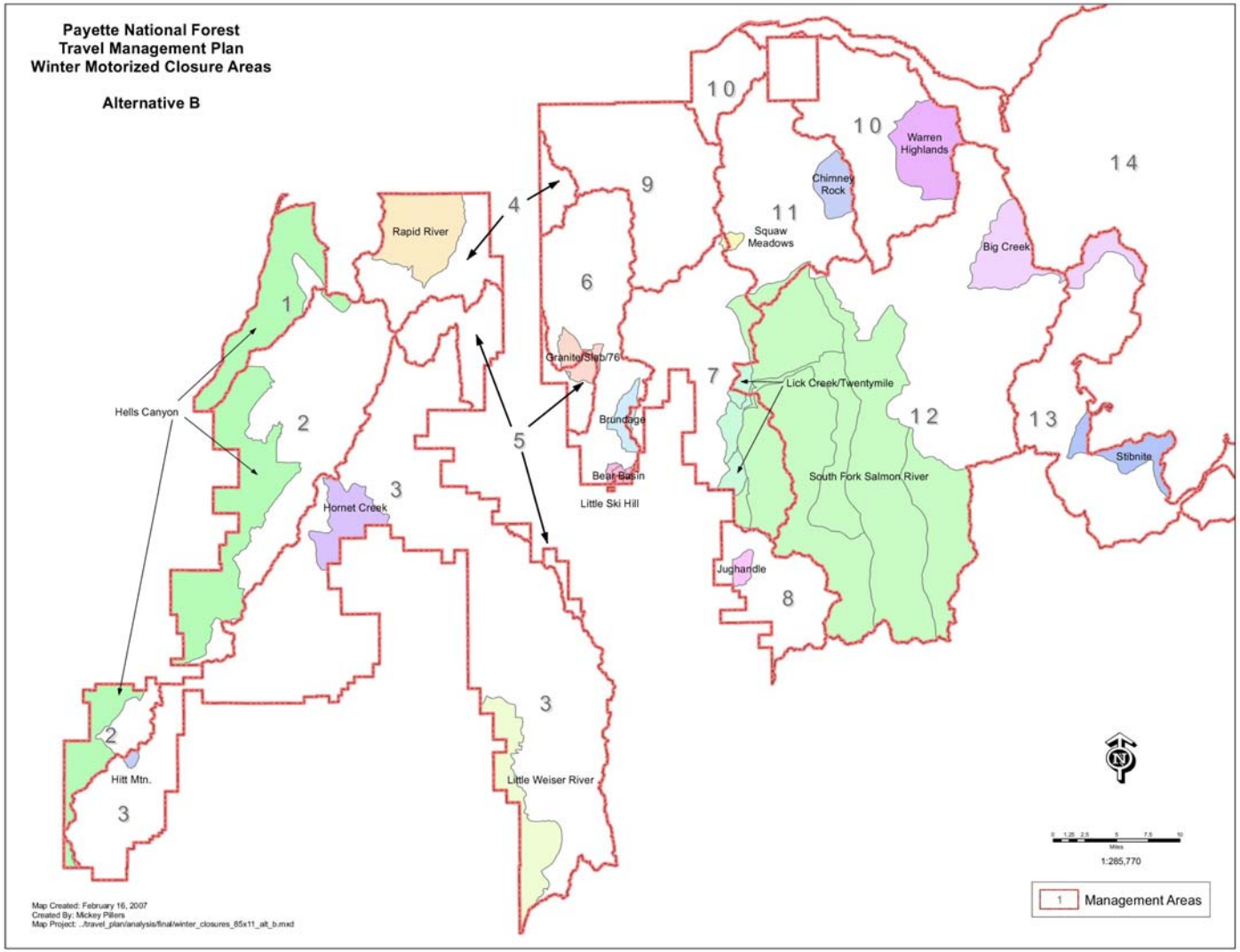

Figure 2-3. Winter Motorized Closure Areas Alternative B

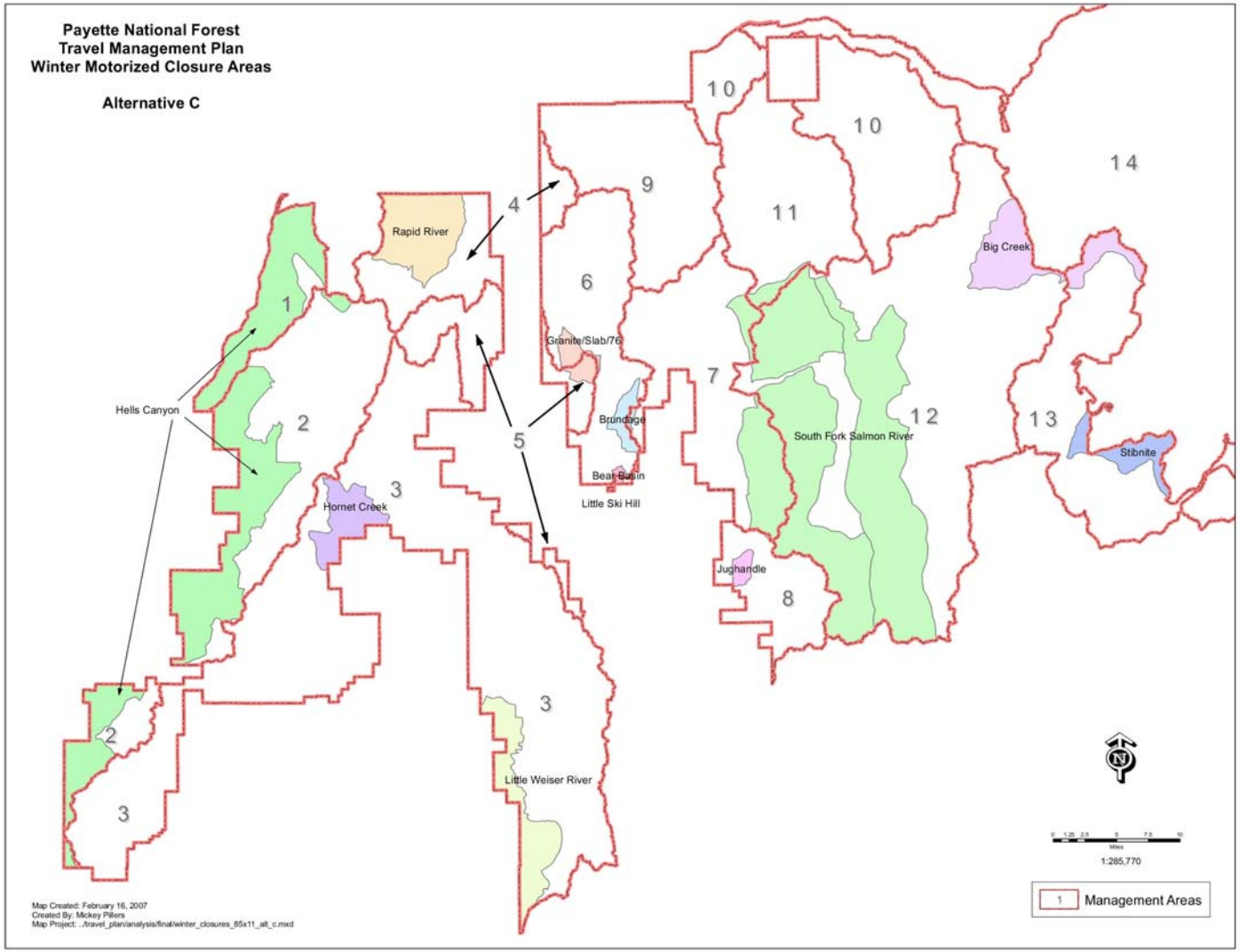

Figure 2-4. Winter Motorized Closure Areas Alternative C

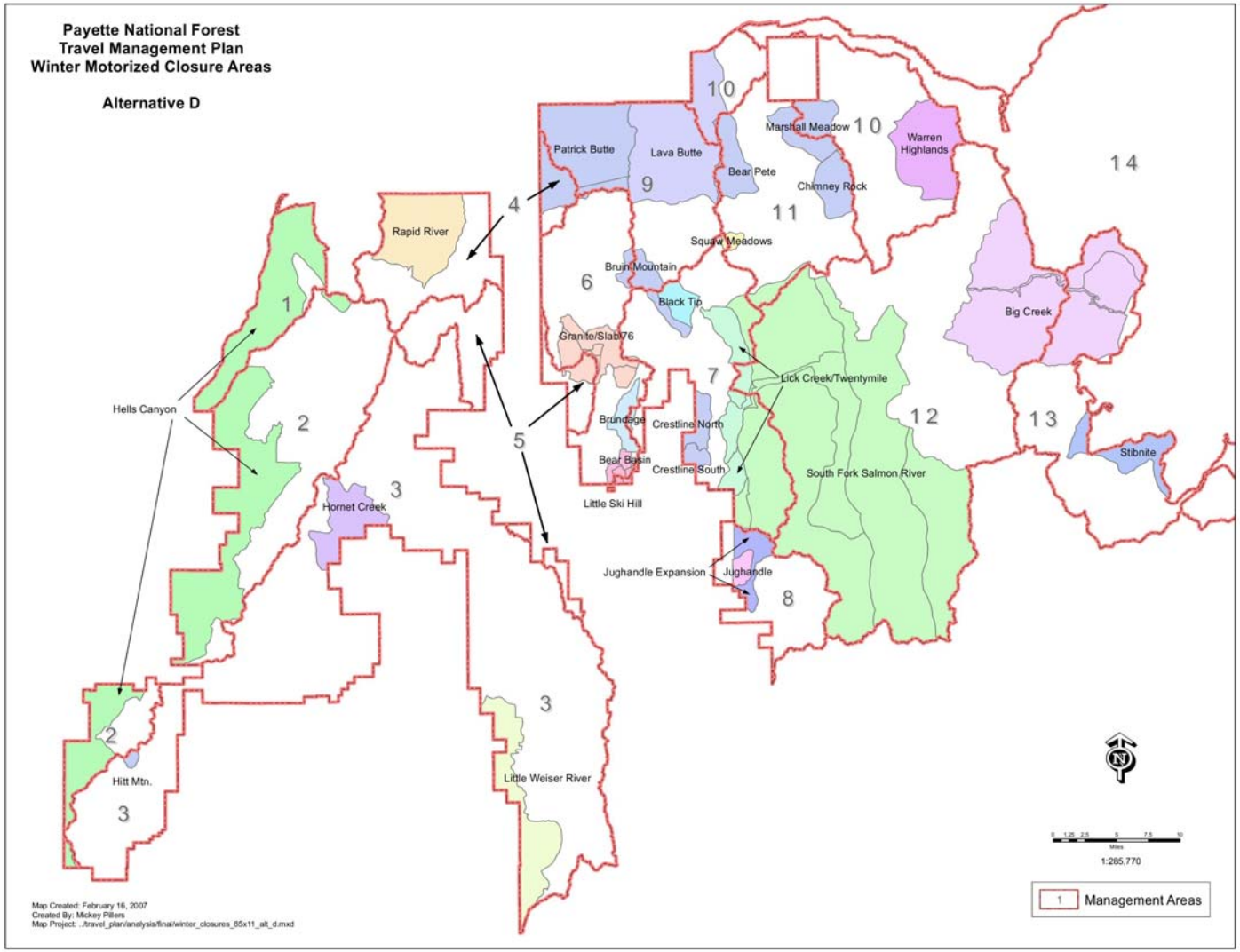

Figure 2-5. Winter Motorized Closure Areas Alternative D

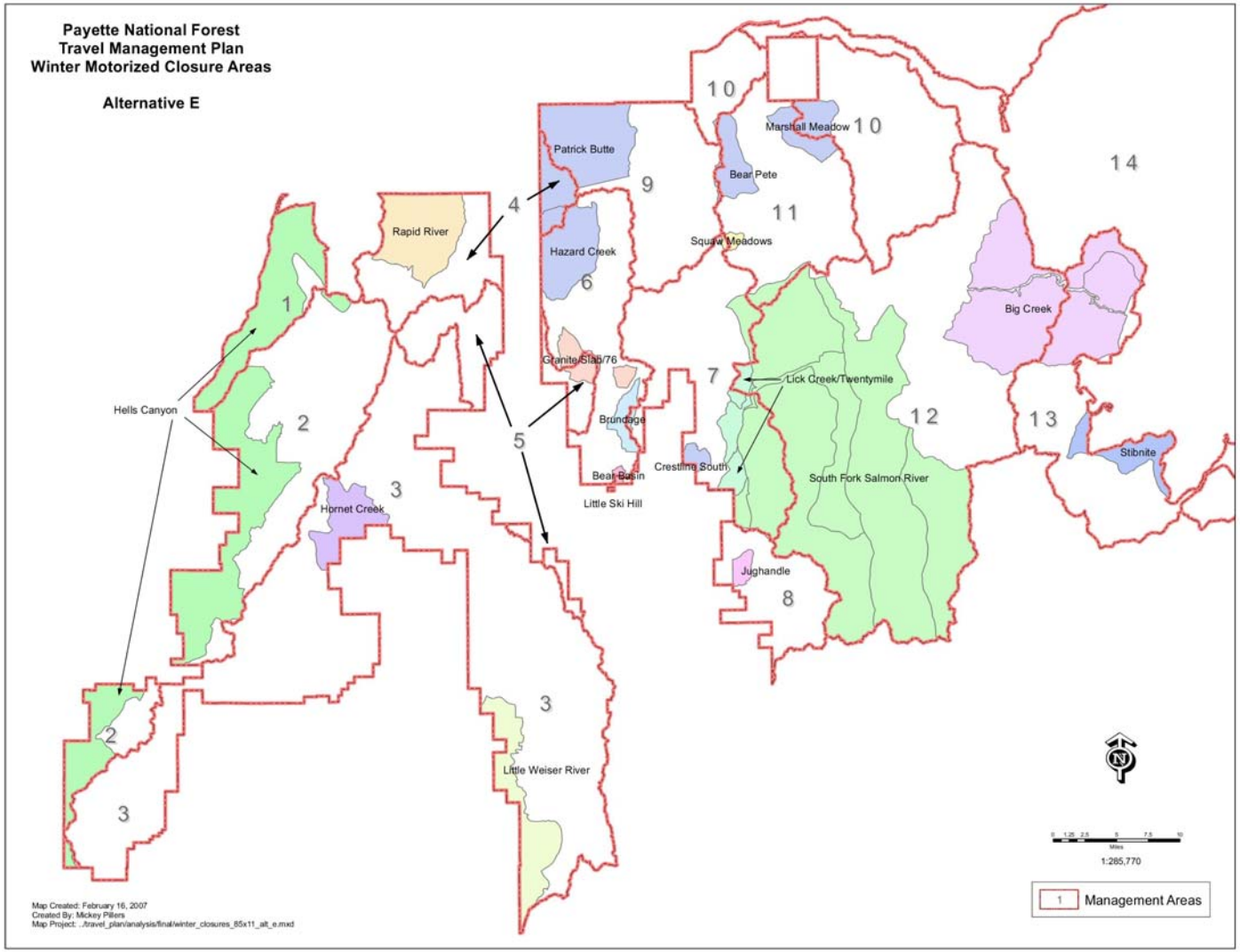

Figure 2-6. Winter Motorized Closure Areas Alternative E