

**Recreation Resource Specialist Report
Motorized Travel Management EA
San Bernardino National Forest**

**Prepared By
Fran Colwell
Recreation Director
San Bernardino National Forest
San Bernardino, California**

Recreation Resources

Affected Environment

Easy access, natural settings, day and weekend recreation, conservation education for a multitude of diverse visitors, (many who are novice outdoor recreation enthusiasts) and dramatic scenery define the existing conditions of the San Bernardino National Forest; a mountain refuge surrounded by rapidly growing, diverse urban communities. From the edge of busy metropolitan areas to rugged deserts, scenic canyons and backcountry wild lands of chaparral which rise to towering peaks, dense forests and cool lakes, the Forest offers many and varied natural recreation opportunities. There are green-cloaked mountains with deeply incised canyons and swift-flowing streams; steeply rising peaks that create a strong visual and physical edge to the urban development of the Inland Empire; and twisting, climbing roads along big-tree forested landscapes on the mountain sides – all unique attributes that quickly separate the mountain communities from the valley cities below. These natural settings provide the recreation opportunity for a diverse visitor population ranging from large extended families groups to individual solitude.

Within mountain and canyon settings are islands of relatively flat land where development of communities, resorts and recreation areas that utilize the character and features of the Forest for daily life as well as recreation and amenities occurs. The resort communities of Lake Arrowhead, Big Bear and Idyllwild within the Forest are familiar names to the 24 million people living in southern California, 80 percent of who are located 90 minutes or less from National Forests. These mountain communities form the magnet and the surrounding Forest lands, roads and trails become recreation opportunities to those who visit the area. The character of the mountain resorts, cool and clear air and recreation opportunities within the dense forests are a contrast to the urban areas of San Bernardino, Riverside, Los Angeles and Orange Counties, Palm Springs and the communities of the Coachella Valley and High Desert. Quick access to these sub-alpine settings is achieved by driving through the Forest on the Rim of the World and Palms to Pines Scenic Byways.

Visitors choose specific settings for their activities to enjoy desired experiences. These settings vary by place and are further refined by the Recreation Opportunity Spectrum (ROS), a classification system that describes different settings across the national forests using five classes that range from highly modified and developed settings to primitive, undeveloped settings. By describing existing recreation opportunities in each class, the ROS system helps match visitors with their preferred recreation setting. The Recreation Opportunity Spectrum can also be used to plan how areas should be managed for recreation in the future. See the ROS table below and the information and maps in the 2005 San Bernardino Land Management Plan (Forest Plan) and Final Environmental Impact Statement (FEIS) (USDA FS, 2005; 2005a).

Table 1. Current Adopted Recreation Opportunity Spectrum (ROS)—Acres of NFS Lands

Classification	San Bernardino	Percent by ROS
Primitive Characterized by an essentially unmodified natural environment of fairly large size. Interaction between users is very low and evidence of other users is minimal. The area is managed to be essentially free of evidence of human-induced restrictions and controls. Motorized use within the area is not permitted. There are no developed facilities.	117,792	18
Semi-Primitive Non-Motorized Characterized by a predominantly natural or	162,226	24

natural-appearing environment of moderate to large size. Interaction among users is low, but there is often evidence of other users. The area is managed in such a way that minimum on-site controls and restrictions may be present, but would be subtle. Motorized recreation is not permitted, but local roads used for other resource management activities may be present on a limited basis. Use of such roads is restricted to minimize impacts on recreation experience opportunities. A minimum of developed facilities (if any) are provided.		
Semi-Primitive Motorized Characterized by a predominantly natural or natural-appearing environment of moderate to large size. Concentration of users is low, but there is often evidence of other users. The area is managed in such a way that minimum on-site controls and restrictions may be present but would be subtle. Motorized use of local primitive or collector roads with predominantly natural surfaces and trails suitable for motorbikes is permitted. Developed facilities are present but are more rustic in nature.	58,873	9
Roaded Natural Characterized by predominantly natural-appearing environments with moderate evidence of the sights and sounds of people. Such evidence usually harmonizes with the natural environment. Interaction among users may be moderate to high, with evidence of other users prevalent. Resource modification and utilization practices are evident, but harmonize with the natural environment. Conventional motorized use is allowed and incorporated into construction standards and design of facilities, which are present and well defined.	284,471	43
Rural Characterized by a substantially developed environment and a background with natural-appearing elements. Moderate to high social encounters and interaction between users is typical. Renewable resource modification and utilization practices are used to enhance specific recreation activities. Sights and sounds of humans are predominant on the site and roads and motorized use is extensive. Facilities are more highly developed for user comfort with ample parking.	32,776	5
Unauthorized	9,614	1

Source: USDA Forest Service 2005a

Outdoor recreation opportunities are varied and abundant. The San Bernardino National Forest is regionally renowned for outstanding winter sports opportunities, including three major ski areas. Organization camps, recreation residences, shooting areas and ranges, campgrounds and picnic areas, snow play and even an arboretum are present. There are many diverse recreation opportunities from small and intimate settings to large spatial experiences in both urban and forest settings. Although the San Bernardino National Forest is known by most for resort communities, amenities and developed recreation, there are also vast and remote backcountry areas and wild lands. The opportunity for solitude and personal challenge exists in dispersed use places that are accessed by many miles of back roads and challenging non-motorized trails. The Forest is home to the Cucamonga, Bighorn Mountain, San Gorgonio, San Jacinto and Santa Rosa

Wilderness Areas and 160 miles of the Pacific Crest National Scenic Trail. Also part of the Forest is the Santa Rosa and San Jacinto Mountains National Monument near Palm Springs, co-managed with the Bureau of Land Management, which reaches from desert palm oases to snow-capped granite peaks. Interpretive centers, including the Big Bear Discovery Center, reach out to visitors with conservation education and information about natural processes and conservation ethics to keep the Forest sustainable. A full and complete description of all San Bernardino National Forest recreation opportunities may be found within the 2005 San Bernardino Forest Plan and FEIS (USDA FS, 2005; 2005a) as well as the Forest webpage and annual Visitor Guide.

The San Bernardino National Forest is recognized as a very important local and regional provider of backcountry motorized and non-highway legal vehicle motorized recreation opportunities. The Forest offers trail touring, 4-wheel drive (4WD) and gentle backcountry motorized route opportunities that traverse a wide variety of elevations, vegetation types and terrain features in forested, chaparral and high desert environments. All motorized vehicles have been restricted to existing designated routes since the original 1989 Forest Land and Resource Management Plan – almost 20 years. This has provided a strong foundation of both motorized recreation opportunity for visitors and management success in protecting the environment in implementing the Forest Plan. Outstanding natural and cultural features are popular travel destinations; including mountain and valley vistas, recreation sites and fire lookout towers. The NFTS contains narrow-width trail and 4WD opportunities as well as many miles of backcountry roads that provide a diversity of challenges. Off-highway vehicle activities that more physically impact the land (including cross-county events and open use areas) are not permitted within the San Bernardino National Forest, but do occur elsewhere at local, State, Federal or private lands. All motorized recreation activities are managed to ensure that environmental sustainability is maintained.

Dispersed (also known as remote or primitive) camping occurs outside of developed campgrounds. It is generally allowed, with some use restrictions, throughout much of the Forest. The San Bernardino National Forest has for decades used a yellow post (fire safe) site concept combined with seasonal fire restrictions to accommodate much of the motorized dispersed camping use. Use of these yellow post sites is not mandatory - many other dispersed camping opportunities exist. Most yellow post sites within the Forest are accessed by short spurs that, due to past management oversight, are now classified as unauthorized motorized routes.

The 2005 San Bernardino Forest Plan and FEIS (USDA FS, 2005; 2005a) estimated that the Forest managed 229,193 acres as suitable for motorized uses with 160 miles of road and 39 miles of trail for a total of 199 miles of non-highway legal vehicle opportunities. An additional 560 miles of maintenance level 2 roads are open for highway licensed vehicle use, of which 112 miles are classified as a 4WD opportunity where rugged vehicles and driver experience are required to negotiate difficult driving conditions non-highway legal vehicle use is also limited by safety concerns and/or resource issues. In some locations, maintenance level 3 roads have been designated as temporary non-highway legal vehicle linkage routes until bypass trails can be constructed or other roads could be designated for use. There are currently 61 miles of maintenance level 3 roads designated for temporary non-highway legal vehicle use on the San Bernardino National Forest (USDA FS, 2005; 2005a).

The following table displays a more current and accurate measurement of Forest non-highway legal vehicle non-highway legal vehicle opportunities.

Table 2. Existing Non-highway Legal Vehicle Designation – Roads and Trails

Trails	Mileage
Motorcycle Only Trails	5.2
ATV & Motorcycle Trails	33.4
All Motorized Trails	38.6
Roads	Mileage
Maintenance Level 1	1.0
Maintenance Level 2	123.0
Maintenance Level 3 (not including the temporary non-highway legal vehicle designations)	5.3
Total Non-highway Legal Vehicle - Legal Roads	129.3
(Total NFS Roads)	(797)
Total Non-highway Legal Vehicle Available Mileage	167.9

Source: Forest GIS Data Table, January 2008

Since approval of the 1989 Forest Plan, minor changes have been made as appropriate to continue to improve motorized vehicle opportunities and facilities as well as to protect the environment. An emphasis was placed on the designation of short lengths of new route as well as the mitigation and relocation of other routes that were having an adverse effect on forest resources. There are numerous NFTS routes and robust motorized recreation opportunities located in the Arrowhead, Silverwood and Big Bear backcountry areas of the Forest. In some locations the existing NFTS does not fully meet the needs of some non-highway legal vehicle enthusiasts because of low trail mileage, fewer than desired long distance riding opportunities that connect non-highway legal vehicle systems together, a lack of features (loop trails) that provide a variety of riding opportunities for different experience levels, and limited or non-existent access and parking. These locations include (but are not limited to) Cleghorn Ridge, Pilot Rock Ridge, Lone Valley and Lake Arrowhead areas.

Unauthorized motor vehicle travel off the existing designated route system has occurred within some areas of the San Bernardino National Forest. These locations include Baldy Mesa at the Front Country Ranger District (currently being analyzed in a separate EA in compliance with the Travel Management Rule), the northern tier of the San Bernardino Mountains from Deep Creek through the White Mountains over to Cactus Flat on the Mountaintop Ranger District and Bee Canyon on the San Jacinto Ranger District. Most of this unauthorized route creation predated the 1989 Forest Plan decision to restrict vehicles to existing system routes, which has been successful in preventing many new incursions.

New unauthorized route creation continues to occur at times but at a pace and magnitude far less than twenty years ago. New routes are often spotted quickly; then blocked, signed and restored in a rapid and successful manner by Forest law enforcement and recreation staff directing the Forest off-highway vehicle volunteer corps and the many adopt-a-trail groups. Some areas recently burned by wildfire or that had stand density reduction through vegetation management treatment may be susceptible to and impacted by unauthorized motorized use. However, special management attention (Forest orders, patrols) and additional funding (for placement of signs and barriers) after wildfires or for fuels treatments has generally kept most unauthorized motorized use out of these vulnerable areas.

The following roads and trails are currently under Forest ‘Adopt-a-Trail’ maintenance agreements with more than 40 different clubs and organizations from across southern California hosting more than 3,000 volunteers. These routes receive extensive annual maintenance from the adopting club.

<u>Road</u>	<u>Name</u>	<u>Length (Miles)</u>
1N01	Pipe’s Canyon	7
1N34	Cucamonga Trail	7
1N37	Bean Flat	4
1N38	Heartbar Peak	3
1N54	Clark’s Grade	3
2N04	Balky Horse	4
2N06X	Lower Larga Flat	4
2N06XA	Lower Larga Flat - Spur	0.5
2N17X	Silverwood Lake	4
2N19	Craft’s Peak	6
2N19A	Craft’s Peak	3
2N27Y	Rouse Meadow	1
2N28Y	Rouse Meadow	2
2N29Y	Stove Flats	1
2N33	Pilot Rock Ridge	8
2N34	Tunnel II Ridge	2
2N34A	Tunnel II Ridge	1
2N47	Cleghorn	8
2N54	Snowslide	3
2N61Y	Round Valley	4
2N69Y	Rattlesnake Canyon	1
2N70Y	Rattlesnake Canyon	1
2N83	Green Valley Lake	1
2N84	Little Bear Peak	2
2N84A	Little Bear Peak – Spur	0.5
2N84B	Little Bear Peak – Spur	0.5
2N90	Tip Top Mountain	2
2N90A	Tip Top Mountain – Spur	1
2N90B	Tip Top Mountain – Spur	0.5
3N02	Burnt Flat	3
3N03A	Horse Thief Flat	4
3N06	Baldy Notch	2.5
3N06A	Coldwater Canyon	2
3N07Y	Cactus Flats	1
3N08	Holcomb Valley	5
3N10	John Bull - West	3
3N10	John Bull – East	2
3N11	Wright Mine	1
3N11A	Wright Mine Saddle	1
3N17	White Mountain	6
3N17A	White Mountain - Spur	1
3N34	Dishpan Springs	5
3N59A	Luna Mountain	3
3N61	Jacoby Canyon	3
3N69	Gold Mountain	5
3N80	Delmar Mountain	2
3N93	Holcomb Creek	6
4S21	Indian Mountain	5
<u>Trail</u>	<u>Name</u>	<u>Length (Miles)</u>
1W17	Redonda Ridge – West	4
1W17	Redonda Ridge – East	4
2E44	Allasandro Trail	3
2W01	Devil’s Hole	3
3W11	Metate Trail	3
3W12	North Shore Trail	6
3W13	Willow Creek	5

A 2005 Forest inventory identified unauthorized roads and motorized trails that, while providing motorized recreation opportunities, could also lead to some degree of erosion, visual impacts, noise, watershed and habitat degradation, conflicts with non-motorized recreation uses and impacts to cultural resource sites. Most of these routes developed without Forest Service knowledge or approval prior to the 1989 Forest Plan decision to restrict vehicles to designated routes. They did not have environmental analysis or public involvement and do not have status as National Forest System roads and trails included in the NFTS.

In fiscal year 2003, non-highway legal vehicle use in the San Bernardino National Forest totaled 131,000 visitors, about 6.7 percent of the Forest's 1.95 million annual visits and dispersed camping use totaled 40,000 visitors, about 2.0 percent (USDA FS, 2003).

Estimates of future use for a specific activity cannot be directly correlated to increases in the population growth for southern California; therefore, it is difficult to predict future levels of non-highway legal vehicle use. Use of individual routes may increase or decrease but overall system use on motorized roads and trails is not expected to significantly change.

Environmental Consequences

Introduction

This section of the environmental analysis examines the extent to which alternatives respond to recreation management direction established in the San Bernardino National Forest Land Management Plan (Forest Plan) and the Travel Management (TM) Rule. The Forest Plan recreation direction was established under the implementing regulations of the National Forest Management Act (NFMA). The NFMA requires the provision of a broad spectrum of forest and rangeland-related outdoor recreation opportunities that respond to current and anticipated user demands. The Forest Plan satisfies this requirement through its use of the Recreation Opportunity Spectrum (ROS) classification system of "zoning" recreation opportunities. In addition, specifically for "off-road vehicle" use, the NFMA requires that these motor vehicle opportunities be planned and implemented to protect land and other resources, promote public safety, and minimize conflicts with other uses of the National Forest System (NFS) lands. The TM Rule requires that we examine the compatibility of motor vehicle use with existing conditions in populated areas; the conflict between motor vehicle use and existing or proposed recreational uses of NFS lands or neighboring federal lands; and the provision of recreational opportunities and access needs.

Regulatory Framework: Compliance with the Forest Plan and Other Regulatory Direction

Regulatory Direction relevant and specific to the proposed action as it affects recreation resources includes:

National Forest Management Act (NFMA). The NFMA requires that 'Off-Highway Vehicle' use be planned and implemented to protect land and other resources, promote public safety, and minimize conflicts with other uses of the NFS lands. It also requires that a broad spectrum of forest and rangeland-related outdoor recreation opportunities be provided (see the Recreation Opportunity Spectrum maps at <http://www.fs.fed.us/r5/scfpr/projects/lmp/mapindex.htm>) that respond to current and anticipated user demands.

National Environmental Policy Act (NEPA). The NEPA requires that we describe the areas to be affected by the alternatives under consideration; the environmental impacts of the alternatives including the proposed action, any adverse environmental effects that cannot be avoided, and the

relationship between short-term uses of man's environment and the maintenance and enhancement of long-term productivity, and any irreversible or irretrievable commitments of resources which would be involved in the proposal should it be implemented.

Travel Management Rule (TM). The TM Rule requires that in designating NFS roads, trails and areas, responsible officials consider the provision of recreational opportunities; public access needs; conflicts among uses of NFS lands, including other recreational uses; and the compatibility of motor vehicle use with existing conditions in populated areas.

San Bernardino National Forest Land Management Plan (Forest Plan). The Forest Plan provides goals for the recreation resource and requires a broad range of developed and dispersed recreation opportunities in balance with existing and future demand. The Recreation Opportunity Spectrum (ROS) is the basic inventory that was used to create recreation-opportunity "zoning" in these plans. The intent is to provide for these recreation opportunities within these zones to meet NFMA requirements for a broad spectrum of forest and rangeland-related outdoor recreation opportunities that respond to current and anticipated user demands. As noted above, NFMA requires that "off-road vehicle" opportunities be planned and implemented to protect land and other resources, promote public safety, and minimize conflicts with other uses of the NFS lands. For the purposes of travel management actions, 'off-road vehicles' is applied to public wheeled motor vehicle use (highway legal and non-highway legal). The ROS inventory provides for a spectrum of classes from "Urban" to "Primitive." There is a distinction between motorized and non-motorized spectrum classes (or 'zones'). Motorized use falls in the motorized ROS classes (Urban, Rural, Roaded-Modified, Roaded-Natural, Semi-Primitive-Motorized). Non-motorized classes include Semi-Primitive Non-Motorized and Primitive.

Part 2 of the Forest Plan contains the following objectives for Recreation Resources:

- **REC 1 - Recreation Opportunity**

Manage national forest land to achieve recreation opportunity spectrum (ROS) classes.

- **TRANS 1 - Transportation Management**

Plan, design, construct, and maintain the National Forest System roads and trails to meet plan objectives, to promote sustainable resource conditions, and to safely accommodate anticipated levels and types of use. Reduce the number of unnecessary unclassified roads and restore landscapes:

- Enhance user safety and provide adequate parking at popular destinations on high traffic passenger car roads, while also minimizing adverse resource effects.
- Using priorities identified in the Roads Analysis Process, reduce the road maintenance backlog to provide safe, efficient routes for recreationists and through-traveling public, and to safely accommodate fire protection equipment and other high-clearance vehicles.
- Implement landscape scale transportation system analysis on a priority basis. Coordinate with state, county, local and regional government entities, municipalities, tribal governments, other agencies, and the public.
- Add unclassified roads to the National Forest System roads or trails when site-specific road analysis determines there is a public need.
- Decommission roads and trails that have been determined to be unnecessary and establish level of restoration during project planning.

Trails

Develop an interconnected, shared-use trail network and support facilities that complement local, regional and national trails and open space, and that also enhance day-use opportunities and access for the general public:

- Construct and maintain the trail network to levels commensurate with area objectives, sustainable resource conditions, and the type and level of use. Manage the Pacific Crest National Scenic Trail for the conservation and enjoyment of its nationally important scenic, historic, natural, and cultural qualities.
- Maintain and/or develop access points and connecting trails linked to surrounding communities.

Off-Highway Vehicles

Improve off-highway vehicle opportunities and facilities for highway licensed and non-highway licensed vehicles:

- Manage the National Forest System roads for a spectrum of 4-wheel drive opportunities in the easy, more difficult, and most difficult categories of route difficulty.
- Develop motorized trails that address the needs of off-highway vehicle enthusiasts in conjunction with the designation of low-maintenance standard roads.
- Submit candidate roads and trails to the state of California, Off-Highway Motor Vehicle Division, for designation as the California Backcountry Discovery Trail as opportunities to provide this experience are identified.

Indicator Measures

Indicator Measures are intended to address how each action individually (direct and indirect effects) and each alternative as the sum total of its proposed actions (cumulative effects) respond to the Forest Plan and the TM Rule.

Indicator Measure 1. The extent of non-motorized recreation activities displaced by proposed motor vehicle use.

Nearly all San Bernardino National Forest visitors and users, regardless of the purpose for their visit, travel the local county, State, Federal or National Forest Transportation System (NFTS) by motorized transport in some manner. Modifying the existing designated NFTS to prohibit existing or allow new motorized use has the potential to affect or displace some of these visitors and users, including those who access trailheads, facilities, destinations or geographic areas for non-motorized recreational activities.

The National Visitor Use Monitoring (NVUM) of 2003 estimates Forest motorized and non-motorized recreation activity participation as shown below in Table 3.

Table 3. San Bernardino NF activity participation and primary activity

Activity	% Participating	% as Main Activity
Developed Camping	9.80	4.14
Primitive Camping	2.33	1.65
Backpacking	3.31	0.84

Activity	% Participating	% as Main Activity
Resort Use	13.96	0.37
Picnicking	18.20	4.24
Viewing Natural Features	41.10	3.72
Visiting Historic Sites	3.43	0.00
Nature Center Activities	10.48	2.47
Nature Study	7.05	0.14
Relaxing	45.54	11.62
Fishing	2.65	1.63
Hunting	0.43	0.07
OHV Use	6.70	3.78
Driving for Pleasure	16.92	1.45
Snowmobiling	0.00	0.00
Motorized Water Activities	0.29	0.01
Other Motorized Activity	0.60	0.46
Hiking / Walking	47.16	24.45
Horseback Riding	1.19	0.05
Bicycling	6.87	4.80
Non-motorized Water	0.22	0.09
Downhill Skiing	32.58	32.47
Cross-country Skiing	0.35	0.11
Other Non-motorized	4.97	2.53
Gathering Forest Products	1.82	0.00
Viewing Wildlife	31.00	0.73

Note: Second column may total more than 100% because some visitors chose more than one primary activity. Figures are not specific to ranger district or location. Source: Table 13, NVUM Report 2003, San Bernardino NF

Most activity participation is in hiking/walking, relaxing, viewing natural features, downhill skiing and viewing wildlife. Knowing this and then analyzing the effects to the Semi-Primitive Non-Motorized Recreation Opportunity Spectrum (ROS) class (and all other ROS classes) by alternative as shown in Table 4 below illustrates how the non-motorized recreation uses might be affected by the proposed changes to the Forest NFTS.

Table 4. ROS Mileage Changes, by Alternative

Alternative	ROS Mileage Change					Net Totals
	Primitive	Rural	Roaded Natural	Semi-Primitive Motorized	Semi-Primitive Non-Motorized	
Alternative 1						
Add Non-highway Legal Vehicle	--	--	0.3	53.5	1.3	55.1
Decommission	-0.9	--	-3.3	-9.3	-5.0	-18.5
Make Admin Use	--	-0.5	-7.7	-15.9	-23.8	-47.9
New Construction	--	--	0.3	0.2	--	0.5
Add Unauthorized	--	--	0.1	7.3	1.3	8.7
Rehab	-8.1	--	-13.0	-38.2	-24.8	-84.1
Remove Non-highway Legal Vehicle	--	--	-2.3	-16.9	--	-19.2
<i>Net Totals</i>	<i>-9.0</i>	<i>-0.5</i>	<i>-25.6</i>	<i>-19.3</i>	<i>-51.0</i>	<i>-105.4</i>
Alternative 3						
Add Non-highway Legal Vehicle	--	--	0.3	53.5	1.3	55.1
Decommission	-0.9	--	-2.7	-5.6	-5.0	-14.2
Make Admin Use	--	-0.5	-7.2	-7.2	-23.4	-38.3
New Construction	--	--	0.2	--	--	0.2
Add Unauthorized	--	--	0.9	12.1	1.7	14.8
Rehab	-8.1	--	-13.0	-37.6	-24.8	-83.5
Remove Non-highway Legal Vehicle	--	--	-0.3	-0.2	--	-0.5
<i>Net Totals</i>	<i>-9.0</i>	<i>-0.5</i>	<i>-21.8</i>	<i>15.0</i>	<i>-50.2</i>	<i>-66.5</i>
Alternative 4						
Add Non-highway Legal Vehicle	--	--	0.3	49.3	1.3	50.9
Decommission	-0.9	-0.2	-3.5	-11.2	-5.0	-20.8
Make Admin Use	--	-0.5	-7.7	-15.9	-23.8	-47.9
New Construction	--	--	0.3	0.2	--	0.5
Add Unauthorized	--	--	0.1	7.3	1.3	8.7
Rehab	-8.1	--	-13.0	-38.2	-24.8	-84.1
Remove Non-highway Legal Vehicle	--	--	-2.3	-16.9	--	-19.2
<i>Net Totals</i>	<i>-9.0</i>	<i>-0.7</i>	<i>-25.8</i>	<i>-25.4</i>	<i>-51.0</i>	<i>-111.9</i>

Source: Forest GIS Data Table, April 2008

Alternative 3 proposes the most new system mileage and Alternative 4 the least new system mileage. All alternatives propose essentially the same substantial net mileage decreases in the Semi-Primitive Non-Motorized ROS class, primarily for making routes administrative use only or closing and restoring unauthorized routes. This is beneficial and will greatly improve the characteristics of that ROS class (and the non-motorized recreation uses listed above) by reducing the impacts of motor vehicles. Alternative 3 proposes the only net new mileage gain (15.0 miles) in any ROS category, that of Semi-Primitive Motorized. A very minor amount of motorized route mileage is proposed to be added to the Semi-Primitive Non-Motorized Recreation Opportunity Spectrum (ROS) class in each alternative as shown in the table. It should be noted

that the ROS mapping adopted by the Forest Plan and analyzed here offers a broad layout of recreation settings and is not applicable for site-specific projects like this. Therefore, minor site-specific anomalies occur.

The San Bernardino National Forest already has a designated route system with long-established recreation use. Each action alternative proposes only a relatively minor amount of ROS class mileage change as displayed above. No specific non-motorized recreation activity displacement has been identified in this analysis.

Indicator Measure 2. The proximity of motor vehicle use to populated areas and neighboring federal lands.

The most notable indicator of the use of newly designated routes by motorized vehicles would be the potential for an increase in background sound adjacent to the road or trail being used. The analysis of potential noise impacts to populated areas (local residential neighborhoods) and ‘quiet’ recreationists (including hikers and campers) below used the distance from proposed motorized route changes to the area or recreation use as the main measure of potential impact.

The opportunity for residents and visitors to experience quiet and a sense of solace within a non-motorized use setting varied by alternative. Table 5 shows the miles of motorized routes proposed to be added to the transportation system identified within ½ mile of privately owned property that has existing residences. Table 6 shows the miles of motorized routes proposed to be added to the transportation system identified within ½ mile of existing developed, concentrated area and non-motorized trail recreation use.

Table 5. Route Change Mileage within a Wildland Urban Interface or Developed Area Interface Zone within 1/2 mile of Private Land

	Alt 1	Alt 3	Alt 4
Add Non-highway Legal Vehicle Use (+)	0.2	0.2	0.2
Unauthorized Route Added to NFTS (+)	0.0	0.7	0.0
Decommission (-)	4.0	2.8	4.1
Change to Admin Use Only (-)	7.5	6.5	7.5
New Construction (+)	0.4	0.4	0.4
Restore (-)	11.2	11.2	11.2
Remove Non-highway Legal Vehicle Use (-)	0.9	0.0	0.9
Net Change	-23.0	-19.2	-23.1

Table 6. Route Change Mileage Within 1/2 Mile of a Campground or Non Motorized Trail

	Alt 1	Alt 3	Alt 4
Add Non-highway Legal Vehicle Use (+)	11.5	11.5	11.5
Unauthorized Route Added to NFTS (+)	0.9	4.3	0.9
Decommission (-)	4.8	1.9	7.1
Change to Admin Use Only (-)	13.2	11.2	13.2
New Construction (+)	0.5	0.5	0.5
Restore (-)	26.3	26.3	26.3
Remove Non-Highway Legal Vehicle (-)	0.9	0.5	0.9
Net Change	-32.3	-23.6	-34.6

Source: GIS Data Tables, January 2008

The net changes for all alternatives are a negative number, indicating that more unauthorized and authorized routes would be removed or have their access changed to administrative use only than unauthorized routes added or new construction allowed near populated areas and popular recreation locations. Alternative 3 would provide the least and Alternative 4 would provide the most quiet and solace. Alternative 2 (no action) provides no change to the NFTS and thus no additional motorized vehicle noise as well as no reductions in motorized vehicle noise.

Almost all changes in this table for all alternatives reflect the Forest Service’s proactive proposal for relatively little new vehicle use near communities or developed recreation sites while at the same time prohibiting or deleting existing motorized use, especially in the Lake Arrowhead area.

Those seeking a quiet non-motorized recreation experience would continue to be most successful when traveling on non-motorized trails or, if appropriate, cross-country, distancing themselves from roads and motorized trails.

No alternative is expected to significantly affect neighboring federal lands (primarily public lands managed by the Bureau of Land Management, California Desert District).

Indicator Measure 3. The quality and diversity of motorized recreation experience.

Each action alternative has a different direct and indirect effect to the quality and diversity of motorized recreation experiences as shown in Table 7 and narrative below.

Table 7. Vehicle Mileage Class Miles, all Action Alternatives

Vehicle Class and Change	Miles		
	Alternative 1	Alternative 3	Alternative 4
Dual Sport Hwy Licensed Motorcycle			
Decommission	-18.5	-14.2	-20.8
Make Admin Use	-50.6	-41.0	-50.6
New Construction	0.5	0.2	0.5
Add Unauthorized	8.8	14.7	8.8
<i>Net Change</i>	<i>-59.8</i>	<i>-40.3</i>	<i>-62.1</i>
Passenger Car			
Decommission	-18.5	-14.2	-20.8
Make Admin Use	-50.6	-41.0	-50.6
Add Unauthorized	0.6	6.8	0.6
<i>Net Change</i>	<i>-68.5</i>	<i>-48.4</i>	<i>-70.8</i>
Non-Highway Legal 4WD			
Add Non-highway Legal Vehicle	55.2	55.3	51.0
Remove Non-highway Legal Vehicle	-24.9	-6.1	-24.9
Add Unauthorized	0.3	0.3	0.3
<i>Net Change</i>	<i>30.6</i>	<i>49.5</i>	<i>26.4</i>
Non-Highway Legal ATV			
Add Non-highway Legal Vehicle	55.3	55.3	51.0
New Construction	0.5	0.2	0.5
Add Unauthorized	8.5	8.2	8.5
Remove Non-highway Legal Vehicle	-24.9	-6.1	-24.9
<i>Net Change</i>	<i>39.4</i>	<i>57.6</i>	<i>35.1</i>
Non-Highway Legal Motorcycle			
Add Non-highway Legal Vehicle	55.3	55.3	51.0
New Construction	0.5	0.2	0.5
Add Unauthorized	8.5	8.2	8.5

Vehicle Class and Change	Miles		
	Remove Non-highway Legal Vehicle	-24.9	-6.1
<i>Net Change</i>	<i>39.4</i>	<i>57.6</i>	<i>35.1</i>
Hwy Licensed 4WD	Alternative 1	Alternative 3	Alternative 4
Decommission	-18.5	-14.2	-20.8
Make Admin Use	-50.6	-41.0	-50.6
Add Unauthorized	0.6	6.8	0.6
<i>Net Change</i>	<i>-68.5</i>	<i>-48.4</i>	<i>-70.8</i>

Source: Forest GIS Data Table, May 2008

As shown in the table above, Forest motorized recreation experiences (including driving for pleasure and touring, adequate sport experiences, loop opportunities, mixed use roads to connect loops and/or create longer routes, diversity of trail difficulty and access to desirable features) would be improved in Alternative 1, improved the most in Alternative 3 and improved the least in Alternative 4. This is based both upon the mileages added or removed by vehicle category and a spatial review of the alternative maps.

Indicator Measure 4. Quality of motorized access to dispersed recreation opportunities.

Alternative 3 includes the addition of 5.6 miles of designated motorized highway legal access to existing yellow post campsites into the NFTS as noted below. This aspect of Alternative 3 was developed in response to Issue 2 - Access to Dispersed Camping (see Chapter 1).

Table 8. Alternative 3 – Yellow Post Site Mileage Additions

Forest Plan Place Name	Miles
Anza	0.3
Arrowhead	0.3
Big Bear	1.0
Big Bear Back Country	0.3
Garner Valley	1.1
Garner Valley & Anza	0.5
Idyllwild	0.4
Idyllwild & Garner Valley	0.1
San Bernardino Front Country	0.5
San Gorgonio	0.8
Santa Rosa/San Jacinto Mountains National Monument	0.3
Total	5.6

Source: Forest GIS Data Table, May 2008

The San Bernardino National Forest has for decades used a yellow post (fire safe) site concept combined with seasonal fire restrictions to accommodate much of the motorized dispersed camping use. These sites have a fire ring but no other amenities. Use of these yellow post sites is not mandatory - many other dispersed camping opportunities exist.

Most yellow post sites within the Forest are accessed by short (most are less than 0.1 miles in length, the longest is 0.5 miles) spurs that connect to highway legal roads.

- Coon Creek 1-19
- South Shore Big Bear 26-30
- Clark's Ranch 1
- Fawnskin 1,2,4,5,6,7,31,33,34
- Thomas Hunting Grounds 1
- Keller Peak 1-10
- Fuller Ridge 1
- Black Mountain 1,3,4,5
- Seven Pines 1
- Hall Decker 1
- Santa Rosa Campground 1
- Santa Rosa Springs 1
- Santa Rosa Yellowpost
- Toro Camp 1,2
- Southridge 1-3
- Apple Canyon 1-3
- South Lake Hemet 1
- Thomas Mountain 2-7
- Thomas Mountain Lookout 3
- Tool Box Springs 1-5

Due to past management oversight, these spurs are now classified as unauthorized motorized routes. Validation of this motorized access in Alternative 3 would formalize a long-term (decades) existing use at San Bernardino National Forest yellow post sites and enhance the quality of the dispersed camping recreation opportunity. Alternatives 1, 2 and 4 would not provide motorized users this type of access to existing Forest dispersed camping sites and thus would create 'de facto' yellow post site motorized access closures, with resulting loss of quality remote recreational camping experiences at most locations. Implementation of all of these alternatives would also affect to a minor degree the ability of visitors to use their vehicles to disperse camp along existing routes that are proposed to be closed, decommissioned or have administrative use access only.

Indicator Measure 5. Special Areas (Wilderness, Inventoried Roadless Areas, and Wild and Scenic Rivers)

Special areas within the San Bernardino National Forest include wilderness, recommended wilderness, inventoried roadless areas, and candidate wild and scenic rivers. The location, description and management of these areas can be found within the San Bernardino Forest Management Plan and FEIS (USDA FS, 2005; 2005a).

Wilderness

No motorized routes are proposed to be added to any designated Forest wilderness or any area recommended for wilderness designation through the Forest Plan.

However, wilderness does not exist in a vacuum and activities on both sides of wilderness boundaries are considered in this analysis. There is no direction to maintain external buffer strips of undeveloped wild land to provide an informal extension of national forest wilderness or to maintain internal buffer zones that might then degrade wilderness values. Therefore, noise from motor vehicles operating outside of the wilderness may at times in some locations affect solitude opportunities within wilderness. But studies conducted to evaluate the detectable distance of non-highway legal vehicles in typical forest conditions found that less than 5 percent of non-highway legal vehicles were detectable at a distance of 1 mile (Harrison, 1975; Harrison et al., 1993).

Table 9. Miles of Motorized Route Changes Proposed to be Changed within One Mile of Existing Forest Wilderness Area Boundaries

	Alt 1	Alt 3	Alt 4
Add Non-highway Legal Vehicle Use	16.7	16.7	15.0
Unauthorized Route Added to NFTS	0.6	2.9	0.6
TOTAL	17.3	17.6	15.6

Source: GIS Data Table, January 2008

Alternative 4 proposes the least change and Alternative 3 proposes the most change. All of the mileage listed in this table results from the addition of non-highway legal vehicle mixed use to Forest Road 3N03 and, to a lesser degree, the addition of unauthorized routes in the same area (0.11 mile), Long Valley, within the Mountaintop Ranger District. These actions would occur within one mile of the Bighorn Mountain Wilderness Area, created in 1994 by the California Desert Protection Act and co-managed with the Bureau of Land Management. It is located on the northeast flank of the San Bernardino Mountains, east of Big Bear Lake. Elevations range from 4,800 feet to 7,500 feet at the top of the Granite Peaks. This wilderness represents a transition zone from the Joshua trees and yucca of the high desert to scattered Jeffrey pine on the peaks. Mule deer, mountain lions, golden eagle and bobcats dwell here.

There are no established trails or campsites in the area and permits are not required, so recreation use here is very minimal (primarily a few hunters in the fall). Occasional motor vehicle noise is already present on Forest Road 3N03, primarily from slow speed highway legal and non-highway legal vehicle (because this route is already under a temporary designation) vehicles during summer weekends and holidays. This proposed change would make official this existing minor amount of motor vehicle sound from the non-highway legal vehicle vehicles that are not generally detectable within the wilderness by the few visitors that use the area.

Table 10. Proposed Miles of Route Deletions or Changes in Use within One Mile of Existing Wilderness

	Alt 1	Alt 3	Alt 4
Decommission	0.0	0.0	2.3
Change to Administrative Use Only	7.1	2.4	7.1
Restore	15.6	15.6	15.6
TOTAL	22.7	18.0	25.0

Source: GIS Data Table, January 2008

The mileage listed in this table reflects the deletion (or change in use) of existing motorized routes. Alternative 3 proposes the least change and Alternative 4 proposes the most change. These proposals would bring positive changes to the solitude of existing wilderness areas by reducing existing vehicle traffic and their sounds.

The proposed decommissioning would occur in the Rattlesnake Canyon area on a portion of Forest Road 2N64Y, within one mile of the Bighorn Mountain Wilderness (see the narrative above).

The proposed changes to administrative use would occur only in Alternative 4 on a portion of Forest Road 1N34 within one mile of the Cucamonga Wilderness Area. The area adjacent to Forest Road 1N34 is very steep and little used by visitors.

The proposed restoration actions would occur within one mile of the Bighorn Mountain Wilderness (see the narrative above), where numerous unauthorized routes exist.

Inventoried Roadless Areas

Some minor changes to motorized routes are proposed within San Bernardino National Forest Inventoried Roadless Areas (IRAs).

The Forest Service is operating under the Roadless Rule, adopted at 66 Fed. Reg. 3,244, 3,272-73 (January 12, 2001). Only roads and trails that are part of a national forest transportation system can be designated for motorized vehicle use. Many IRAs contain unauthorized routes that were created through motorized cross-country travel and are not part of the NFTS. In some cases, after considering site-specific environmental impacts and public concerns, an unauthorized route could be considered for addition to the NFTS as an NFTS motorized trail. Decisions to convert unauthorized routes to national forest transportation system motorized trails within IRAs may be made after given thoughtful consideration and coordination, including analysis of the potential impacts on roadless area characteristics. There is to be no net increase in IRA route mileage.

See Appendix G, Maps for the locations of these proposed changes.

Table 11. Miles of Proposed Route Changes of Existing Use Within an IRA

	Alt 1	Alt 3	Alt 4
Add Non-highway Legal Vehicle Use to Existing NFS Road	3.9	3.9	3.9
TOTAL	3.9	3.9	3.9

Source: GIS Data Table, January 2008

All of the 3.9 miles listed in this table (for all alternatives) for the addition of non-highway legal vehicle mixed use to NFTS roads is reflective of anomalies and inconsistencies created by the original Inventoried Roadless Area large-scale mapping done in the year 2000 that inadvertently included some existing designated National Forest System highway legal roads slightly within forest IRA boundaries. The proposed non-highway legal vehicle use additions to these existing roads are:

- Forest Roads 3N59A south of Bowen Ranch and 2N31Y west of Crab Flats Campground – both in the Deep Creek IRA
- Forest Roads 2N61Y and 2N71Y in Long Valley in the Granite Peak IRA.

All alternatives propose this same minor amount of motorized use change. There would be no new environmental impacts or changes to the roadless character of these areas because motorized use is already fully and legally authorized, present and well-established on these existing designated roads.

These IRA boundaries and prohibitions used and established by the 2001 Roadless Rule may not be changed through project decisions. Because some of these IRA boundaries date back as far as the RARE II inventories and are now obsolete (as shown here), at some future time the Chief of the Forest Service may decide to update them to more accurately reflect current conditions and to better fit identifiable boundaries. Any future changes to IRA boundaries will be conducted in an open process with public input.

See Appendix G, Maps for the locations of these proposed changes.

Table 12. Miles of Proposed Route Elimination or Removal of Existing Public Use within an IRA

	Alt 1A	Alt 3	Alt 4
Decommission	-4.4	-4.0	-4.4
Change to Administrative Use Only	-4.8	-4.8	-4.8
Restore	-6.5	-6.5	-6.5
TOTAL	-15.7	-15.3	-15.7

Source: GIS Data Table, January 2008

Alternatives 1 and 4 propose the most deletion or change in use within an IRA and Alternative 3 proposes 0.4 miles less. Again, all of the 4.8 miles listed in this table for the change to administrative use on NFTS roads is reflective of anomalies and inconsistencies created by the original Inventoried Roadless Area large-scale mapping done in the year 2000 that inadvertently included some existing designated National Forest System highway legal roads within San Bernardino National Forest IRA boundaries. The decommissioning mileage is primarily Forest Road 3N95 in the Deep Creek IRA; the administrative use mileage is primarily Forest Road 3N95B in the Deep Creek IRA; and the restoration mileage is scattered in short segments throughout various IRAs within the Mountaintop Ranger District. All of these actions would cause very minimal to no environmental impacts and greatly improve the solitude and roadless character of these areas by removing or dramatically reducing vehicle use on designated routes there. This aspect of the action alternatives fully complies with the November 2007 Regional Forester direction.

Wild and Scenic Rivers

The San Bernardino National Forest does not have any designated National Wild and Scenic Rivers. However, a number of candidate stream segments with a total of 134.4 miles were found eligible and tentatively classified as wild, scenic or recreational in the Forest Plan FEIS (USDA FS, 2005a, Appendix E). This included 56.8 miles of potential wild river, 28.5 miles of potential scenic river and 49.1 miles of potential recreational river. The following table illustrates the analysis criteria of amount of travel route mileage affected in San Bernardino National Forest wild and recreational candidate river corridors (1/4 mile of either side of the river) by alternative. There were no proposed changes and thus no impacts to scenic candidate rivers in any alternative.

Table 13. Miles of Proposed Route Changes within Candidate Wild and Scenic River Corridors

	Alt 1	Alt 3	Alt 4
Candidate Wild River Corridor			
Add Non-highway Legal Vehicle Use	0.0	0.0	0.0
Decommission	0.0	0.0	0.9
Change to Administrative Use Only	0.0	0.0	0.0
Unauthorized Route Added to NFTS	0.0	0.0	0.0
Restore	0.0	0.0	0.0
TOTALS	0.0	0.0	0.9
Candidate Recreational River Corridor			
Add Non-highway Legal Vehicle Use	1.9	1.9	1.9
Decommission	0.0	0.0	1.3
Change to Administrative Use Only	0.8	0.8	0.8
Unauthorized Route Added to NFTS	0.0	0.2	0.0
Restore	0.6	0.6	0.6
TOTALS	3.3	3.5	4.6

Source: GIS Data Table, January 2008

The Forest Plan provides management direction to protect the free-flowing character, potential classification and outstandingly remarkable values of eligible wild and scenic rivers until a

suitability study is completed and final recommendation to Congress regarding river designation is made. The proposed actions in all action alternatives are modest and meet the national wild and scenic river criteria for both use or modification and improvement.

Generally, a wild river is accessible only by non-motorized trail. The only action in any alternative that affects a candidate wild river is the decommissioning of 0.9 miles of existing Forest Road 1N05A along Fish Creek in Alternative 4. This action would be beneficial to Fish Creek.

A recreation river is usually readily accessible by road. Roads are normally open to motorized travel but use may be regulated. Actions as listed in the above table are compatible with recreational river management. There would be no adverse effects to free-flowing character, potential classification or outstandingly remarkable values for the addition of non-highway legal vehicle use on Forest Road 3N16 along Holcomb Creek (all alternatives) or the extremely short (0.2 miles) addition of the unauthorized route along the Santa Ana River in Alternative 3 for access to yellow post camping sites. Decommissioning of 1.3 miles of Forest Road 1N39 along the Santa River in Alternative 4, changing to administrative use only of 0.8 miles of Forest Road 1N04A along the Santa Ana River in all alternatives and restoring 0.6 miles of unauthorized routes along Holcomb Creek would be beneficial to management of these candidate recreational rivers.

Direct, Indirect and Cumulative Effects

Recreation and administrative transportation experiences will be somewhat different among the alternatives, all of which contain routes ranging from high standard surfaced roads already designated for public highway-licensed motor vehicle use to infrequently maintained native surface roads and trails. All of the action alternatives differ in mileage for motorized uses from that included in Alternative 2 (no action). Management of the systems proposed in all of the action alternatives will represent a change from the current condition. Cross-country motorized vehicle travel has been (since 1989) and will continue to be prohibited within the San Bernardino National Forest.

It is assumed that proposed additions to the NFTS will have a beneficial effect on the motor vehicle experience by providing a variety of easy-to-difficult riding experiences and contribute to the continuity of the motor-touring experience.

The Forest boundary is the unit of spatial analysis for determining all effects. The short-term timeframe is one year (not applicable in the cumulative effects analysis) and the long-term timeframe is 20 years.

Alternative 1

Alternative 1 would change the NFTS as described in Chapter 2. It has the second most motorized road and trail mileage of the three action alternatives. Options for motorized travel are proposed to provide greater access and diversity of motorized riding experiences.

Alternative 1 proposes a motorized route system of (mileage approximate):

- Unauthorized Routes for Green/Red Sticker Vehicles up to 50 inches Wide = 8.25 miles
- Unauthorized Routes for Street Legal Vehicles = 0.30 miles
- Restoration of Unauthorized Routes = 74.20 miles
- Reclassification of Routes for Green/Red Sticker Vehicles up to 50 inches Wide = 55.25 miles

- Decommissioning of Routes = 18.49 miles
- Reclassification of Routes For Street Legal Vehicles Only = 24.93 miles
- Reclassification of Routes for Administrative Use Only = 50.63 miles
- New Construction of Green/Red Sticker Routes = 0.45 miles

There are direct and indirect effects of modifying the NFTS. The methodology and rationale are as follows.

Non-motorized recreation activities displaced by proposed motor vehicle use are estimated by use of ROS class mileage changes and indicate that there would be beneficial effects associated with the reduction of 51.0 miles in the Semi-Primitive Non-Motorized ROS class. There is a net reduction of 105.4 miles in total, second highest of the action alternatives. Unauthorized route restoration proposed in the Holcomb Valley area would reduce potential recreation conflicts there. No specific non-motorized developed or dispersed recreation activity would be displaced.

Motorized route reductions near populated areas are 23.0 miles and near campgrounds 32.3 miles, second highest of the action alternatives. Alternative 1 includes a suite of actions specifically designed to address the numerous motorized recreation noise, dust and physical presence complaints from the residents of North Lake Arrowhead due to the proximity of the neighborhood to several motorized forest routes. The actions would be to decommission 3W12, 3W13 and 2N95; make 2N96 administrative use only; remove non-highway legal vehicle use on 2N28Y; construction of access connector to Forest Service North Shore Work Center; and construction of connector between 3W12 and 3W13. They would provide a larger buffer between the residential neighborhood and motorized forest routes, while still providing motorized access to the Forest and a diversity of motorized riding opportunities. These actions are also included in Alternative 4 but not in Alternative 3.

The quality and diversity of Forest motorized recreation experiences (including driving for pleasure and touring, adequate sport experiences, loop opportunities, mixed use roads to connect loops and/or create longer routes, diversity of trail difficulty and access to desirable features) would be improved in Alternative 1 as shown in Table 7 above.

The quality of motorized access to dispersed recreation opportunities would not be improved in Alternative 1, as spur roads to yellow post campsites would not be designated as authorized routes. There would be an immediate loss of quality remote camping experiences at most yellow post site locations. A minor amount of other Forest motorized dispersed camping opportunities would be affected along existing routes that are proposed to close, be decommissioned or have access changes.

No changes would occur to designated or proposed Forest wilderness. There would be no change from existing sound conditions to the Bighorn Mountain Wilderness if Forest Road 3N03 would have mixed vehicle use on 17.3 miles. There would be 22.7 miles of route deletions or beneficial changes in use within one mile of wilderness in Alternative 1. All alternatives propose the essentially the same changes within IRAs. Alternative 1 would also add/modify 3.3 miles of route within a candidate recreational river corridor.

Most of the changes proposed in Alternative 1 would not foster conflict as these modifications involve reclassification of existing routes already being used by motor vehicles. And none of the changes would lead to increased use of wilderness trails or Pacific Crest National Scenic Trail use as there would be no new direct connections constructed or authorized.

Alternative 2

This 'no action' alternative would propose no change to the NFTS.

There would be no direct or indirect effects other than the continued beneficial effects of the prohibition of motorized cross-country travel. Under this alternative the agency will take no affirmative action (no change from current management or direction). The use of all unauthorized routes will continue to be illegal and no changes will be made to the current NFTS. The no action alternative is a proposal to 'do nothing' and maintain the 'status quo'. No unauthorized routes would be rehabilitated.

No specific non-motorized developed or dispersed recreation activity would be displaced.

There would be no motorized route reductions near populated areas or campgrounds.

The quality and diversity of Forest motorized recreation experiences (including driving for pleasure and touring, adequate sport experiences, loop opportunities, mixed use roads to connect loops and/or create longer routes, diversity of trail difficulty and access to desirable features) would not change.

The quality of motorized access to dispersed recreation opportunities would not be improved as spur roads to yellow post campsites would not be designated as authorized routes. There would be an immediate loss of quality remote camping experiences at most yellow post site locations.

No changes would occur to designated or proposed Forest wilderness, IRAs or candidate wild and scenic rivers.

Alternative 2 does not include a suite of actions that are included in Alternatives 1 and 4 to address the numerous motorized recreation noise, dust and physical presence complaints from the residents of North Lake Arrowhead due to the proximity of the neighborhood to several motorized forest routes. There would be no changes to 3W12, 3W13, 2N95, 2N96, 2N28Y; no construction of access connector to Forest Service North Shore Work Center; and no construction of a connector between 3W12 and 3W13.

Alternative 3

Alternative 3 would change the NFTS as described in Chapter 2. It has the highest motorized road and trail mileage of the three action alternatives, and proposes the greatest addition to the non-highway legal vehicle system and the most highway legal mileage. Additional options for motorized travel are proposed in alternatives to provide greater access and diversity of motorized riding experiences.

Alternative 3 proposes a motorized route system similar to Alternative 1 with the following modifications:

- Designate access for street legal vehicles to designated (yellow post) dispersed camping sites. (5.6 miles)
- Do not reclassify portions of 1N34 and 1N35 for administrative use only.
- Do not decommission 3N11.
- Do not decommission 3W12 and 3W13 (just south of 3N34).
- Do not make changes to the following routes northeast of Lake Arrowhead: do not decommission 3W12, 3W13 and 2N95; do not make 2N96 administrative use only; and do not remove green sticker use on 2N28Y. Also no construction of access connector to Forest Service North Shore Work Center and no construction of connector between 3W12 and 3W13.
- Do not remove green sticker use on 2N30 and 2N40 (Marshall Peak).
- Do not remove green sticker use on 3N10 (John Bull trail).
- Do not remove green sticker use on 3N53 (along railroad).

Yellow Post Site Names/Numbers - Alternative 3

- Coon Creek 1-19
- South Shore Big Bear
26-30
- Clark's Ranch 1
- Fawnskin
1,2,4,5,6,7,31,33,34
- Thomas Hunting
Grounds 1
- Keller Peak 1-10
- Fuller Ridge 1
- Black Mountain 1,3,4,5
- Seven Pines 1
- Hall Decker 1
- Santa Rosa
Campground 1
- Santa Rosa Springs 1
- Santa Rosa Yellowpost
- Toro Camp 1,2
- Southridge 1-3
- Apple Canyon 1-3
- South Lake Hemet 1
- Thomas Mountain 2-7
- Thomas Mountain
Lookout 3
- Tool Box Springs 1-5
- Goff Flat 1

Mileage totals by category are as follows.

Table 14. Alternative 3; Proposed Route Changes, by mileage

Add green sticker use on existing Street legal routes	55.25
Decommission	14.24
Make administrative use only	40.96
New construction	0.17
Add unauthorized routes to system	14.71
Rehabilitate unauthorized routes	73.58
Remove green sticker use from street legal routes	6.14

There are direct and indirect effects of modifying the NFTS. The methodology and rationale are as follows.

Non-motorized recreation activities displaced by proposed motor vehicle use are estimated by use of ROS class mileage changes and indicate that there would be beneficial effects associated with the reduction of 50.2 miles in the Semi-Primitive Non-Motorized ROS class. There is a net reduction of 66.5 miles in total, lowest of the action alternatives. Unauthorized route restoration proposed in the Holcomb Valley area which would reduce potential recreation conflicts there. No specific non-motorized developed or dispersed recreation activity would be displaced.

Motorized route reductions near populated areas are 19.2 miles and near campgrounds 23.6 miles, second highest of the action alternatives.

The quality and diversity of Forest motorized recreation experiences (including driving for pleasure and touring, adequate sport experiences, loop opportunities, mixed use roads to connect loops and/or create longer routes, diversity of trail difficulty and access to desirable features) would be improved in Alternative 3 as shown in Table 7 above.

Alternative 3 does not include a suite of actions that are included in Alternatives 1 and 4 to address the numerous motorized recreation noise, dust and physical presence complaints from the residents of North Lake Arrowhead due to the proximity of the neighborhood to several motorized forest routes. There would be no changes to 3W12, 3W13, 2N95, 2N96, 2N28Y; no construction of access connector to Forest Service North Shore Work Center; and no construction of a connector between 3W12 and 3W13.

The quality of motorized access to dispersed recreation opportunities would be improved in Alternative 3, as spur roads to yellow post campsites would be designated as authorized routes. A minor amount of other Forest motorized dispersed camping opportunities would be affected along existing routes that are proposed to close, be decommissioned or have access changes.

No changes would occur to designated or proposed Forest wilderness. There would be no change from existing sound conditions to the Bighorn Mountain Wilderness if Forest Road 3N03 would have mixed vehicle use on 17.6 miles. There would be 18.0 miles of route deletions or changes in use within one mile of wilderness in Alternative 3. All alternatives propose the essentially the same changes within IRAs. Alternative 3 would also add/modify 3.5 miles of route within a candidate recreational river corridor.

Most of the changes proposed in Alternative 3 would not foster conflict as these modifications involve reclassification of existing routes already being used by motor vehicles. And none of the changes would lead to increased use of wilderness trails or Pacific Crest National Scenic Trail use as there would be no new direct connections constructed or authorized.

Alternative 4

Alternative 4 would change the NFTS as described in Chapter 2. It has the lowest motorized road and trail mileage of the three action alternatives, and proposes the least addition to the non-highway legal vehicle system and the most highway legal mileage. Additional options for motorized travel are proposed in alternatives to provide greater access and diversity of motorized riding experiences.

Alternative 4 proposes a motorized route system similar to Alternative 1 with the following modifications:

- Decommission 1N39A between Highway 38 and Fish Creek (1.5 miles).
- Decommission 1N05A after the Aspen Grove trailhead (0.8 miles).
- Do not add green sticker use to 2N90A (to Tip Top Mountain).
- Do not add green sticker use to 4S19 (San Jacinto District).

Mileage totals by category are as follows.

Table 15. Alternative 4, Proposed Route Changes, by Mileage

Add green sticker use on existing street legal routes	50.99
Decommission	20.81
Make administrative use only	50.63
New construction	0.45
Add unauthorized routes to system	8.75
Rehabilitate unauthorized routes	74.20
Remove green sticker use from street legal routes	24.94

There are direct and indirect effects of modifying the NFTS. The methodology and rationale are as follows.

Non-motorized recreation activities displaced by proposed motor vehicle use are estimated by use of ROS class mileage changes and indicate that there would be beneficial effects associated with the reduction of 51.0 miles in the Semi-Primitive Non-Motorized ROS class. There is a net reduction of 111.9 miles in total, highest of the action alternatives. Unauthorized route restoration proposed in the Holcomb Valley area would reduce potential recreation conflicts there. No specific non-motorized developed or dispersed recreation activity would be displaced.

Motorized route reductions near populated areas are 23.1 miles and near campgrounds 34.6 miles, second highest of the action alternatives. Alternative 4 includes a suite of actions specifically designed to address the numerous motorized recreation noise, dust and physical presence complaints from the residents of North Lake Arrowhead due to the proximity of the neighborhood to several motorized forest routes. The actions would be to decommission 3W12, 3W13 and 2N95; make 2N96 administrative use only; remove non-highway legal vehicle use on 2N28Y; construction of access connector to Forest Service North Shore Work Center; and construction of connector between 3W12 and 3W13. They would provide a larger buffer between the residential neighborhood and motorized forest routes, while still providing motorized access to the Forest and a diversity of motorized riding opportunities.

The quality and diversity of Forest motorized recreation experiences (including driving for pleasure and touring, adequate sport experiences, loop opportunities, mixed use roads to connect loops and/or create longer routes, diversity of trail difficulty and access to desirable features) would be improved in Alternative 4 as shown in Table 7 above.

The quality of motorized access to dispersed recreation opportunities would not be improved in Alternative 4, as spur roads to yellow post campsites would not be designated as authorized

routes. A minor amount of other Forest motorized dispersed camping opportunities would be affected along existing routes that are proposed to close, be decommissioned or have access changes.

No changes would occur to designated or proposed Forest wilderness. There would be no change from existing sound conditions to the Bighorn Mountain Wilderness if Forest Road 3N03 would have mixed vehicle use on 15.6 miles. There would be 25.0 miles of route deletions or changes in use within one mile of wilderness in Alternative 4. All alternatives propose the essentially the same changes within IRAs. Alternative 3 would also add/modify 4.6 miles of route within a candidate recreational river corridor.

Most of the changes proposed in Alternative 4 would not foster conflict as these modifications involve reclassification of existing routes already being used by motor vehicles. And none of the changes would lead to increased use of wilderness trails or Pacific Crest National Scenic Trail use as there would be no new direct connections constructed or authorized.

Cumulative Effects

There are cumulative effects of modifying the NFTS. The methodology and rationale are as follows.

No project listed on the current Forest Schedule of Proposed Actions (Appendix B) would have any significant cumulative effects on the motorized recreation that was analyzed in the alternatives of this Environmental Assessment except the Baldy Mesa Recreation Trails Project EA at the Front Country Ranger District. This project would designate and reconstruct trails for motorized and non-motorized use, evaluate location of parking areas, construct a parking area for radio controlled glider club events and close all undesigned trails and restore those areas. It would be complimentary to this Forest Travel Management EA in that it addresses an area not examined in this analysis and proposes to:

- Designate 2.0 miles of 3N24 for non-highway legal vehicle use (east end).
- Prohibit a 1.3 mile segment of 3N24 for non-highway legal vehicle use (west end).
- Designate 9.6 miles of trails that are temporarily designated for non-highway legal vehicle use.
- Designate 2.1 miles of unauthorized (user created) trails for non-highway legal vehicle use.
- Construct 2.4 miles of non-highway legal vehicle trail.
- Prohibit use on 0.5 miles of existing non-motorized trail and construct 0.5 miles of trail for equestrian use in a more suitable location.
- Continue restoring unauthorized user created trails if they occur.
- Designate a non-highway legal vehicle staging area at the junction of 3N21 and 3N53 for approximately 80 vehicles and 40 trailers. Relocate the existing parking area adjacent to and north of the existing area on 2.0 acres.
- Construct a 0.3 mile non-highway legal vehicle trail from the staging area parking area for beginner training and warm up.
- Construct a glider landing area approximately 100 by 50 yards in size.

Another reasonably foreseeable action would be a future follow-on proposal for new motorized vehicle staging areas across the Forest to help accommodate the parking needed to access the designated route system. These could include some or all of the actions in Table 16. (the majority of these are unauthorized and would not require new construction). These actions would improve access for motorized vehicles and provide legal parking opportunities, but would not create additional motorized traffic.

Table 16. Foreseeable Future Proposals for Staging Areas

District	Route Identifier	Approximate Acreage
Front Country	Summit (off Hwy 138 and 3N22)	3
Mountaintop	Miller Canyon (new construction to move user created parking out of riparian area)	3
	Big Pine Flats	3
	Crab Flats	3
San Jacinto	Vista Grande off of 4S06 (new construction)	3
TOTAL		15

Compliance with the Forest Plan and Other Regulatory Direction.

All alternatives would meet the goals and objectives of the San Bernardino National Forest Land Management Plan (Forest Plan).

- All alternatives would continue to provide a broad range of developed and dispersed recreation opportunities in balance with existing and future demand. Although there are NFTS changes by alternative within Recreation Opportunity Spectrum (ROS) classes in alternatives 1, 3 and 4, no ROS class would be compromised in any alternative.
- No Special Area designation would be significantly affected in any alternative.
- Part 2 of the Forest Plan contains the REC 1 and TRANS 1 objectives for Recreation Resources. All alternatives would meet these objectives. In particular, Alternatives 1, 3 and 4 would to varying degrees as described above meet the objective of ‘improving off-highway vehicle opportunities and facilities for highway licensed and non-highway licensed vehicles,’ specifically managing the National Forest System roads for a spectrum of 4-wheel drive opportunities in the easy, more difficult, and most difficult categories of route difficulty and developing motorized trails that address the needs of off-highway vehicle enthusiasts in conjunction with the designation of low-maintenance standard roads.
- And all action alternatives would plan, design, construct, and maintain the National Forest System roads and trails to meet plan objectives, to promote sustainable resource conditions, and to safely accommodate anticipated levels and types of use. Unnecessary unclassified roads would be eliminated and landscapes would be restored. Finally, unclassified roads would be added to NFTS in Alternatives 1, 3 and 4 to improve the user experience as described above.

All alternatives would meet the Regulatory Direction (NFMA, NEPA and TM).

- ‘Off-Highway Vehicle’ use would be planned and implemented to protect land and other resources, promote public safety, and minimize conflicts with other uses of the NFS lands. A broad spectrum of forest and rangeland-related outdoor recreation opportunities would be provided that respond to current and anticipated user demands.
- Areas have been described that would be affected by the alternatives under consideration; the environmental impacts of the alternatives including the proposed action, any adverse environmental effects that cannot be avoided, and the relationship between short-term uses of man’s environment and the maintenance and enhancement of long-term productivity, and any irreversible or irretrievable commitments of resources which would be involved in the proposal should it be implemented.

- In designating NFS roads, trails and areas, responsible officials have considered the provision of recreational opportunities; public access needs; conflicts among uses of NFS lands, including other recreational uses; and the compatibility of motor vehicle use with existing conditions in populated areas. A Motor Vehicle Use Map (MVUM) would be prepared and published for all alternatives.