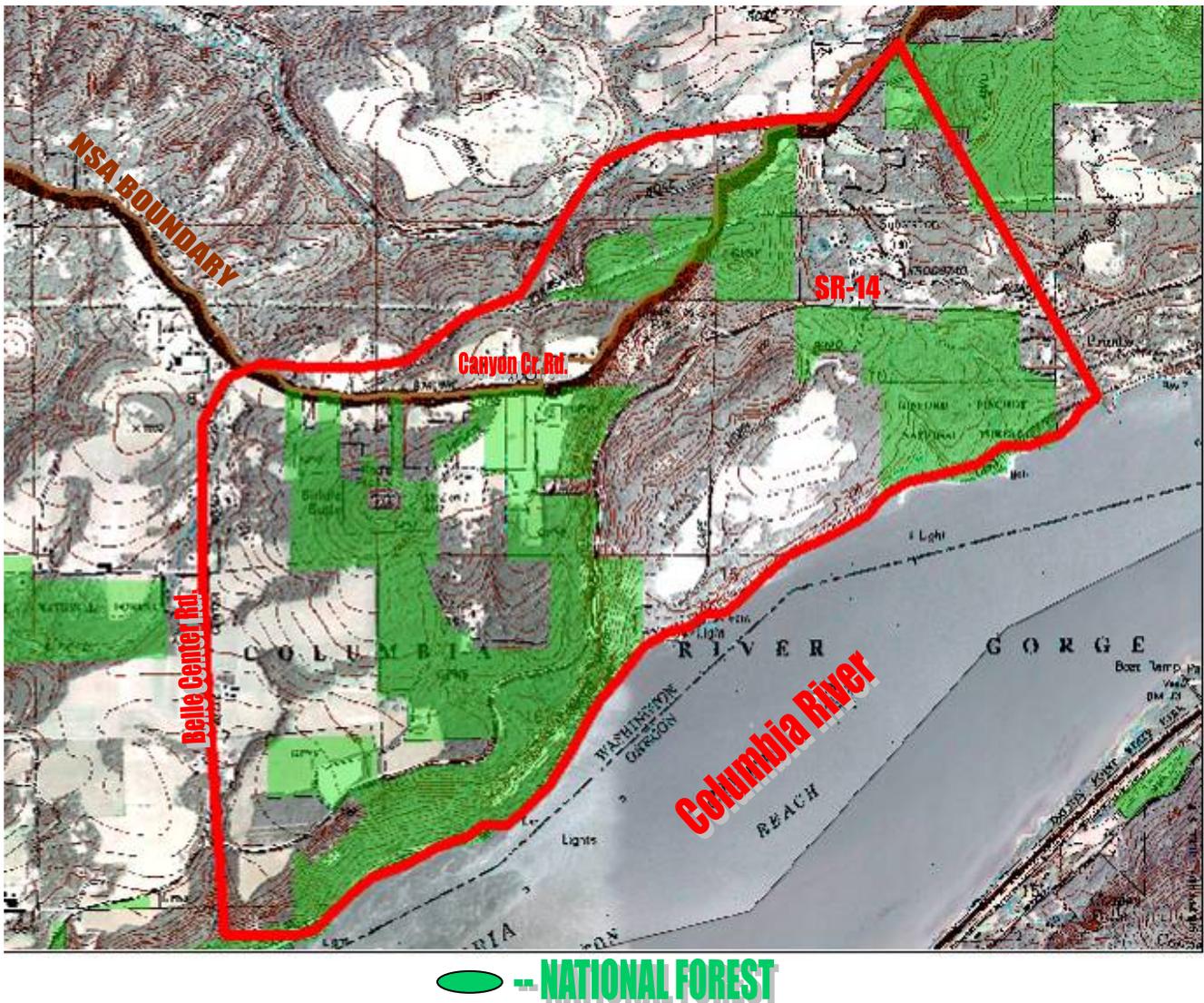


CAPE HORN RECREATION PLAN --Alternatives March 18, 2009

Planning Area

The planning area is generally the area on the north and south sides of SR 14 between Bell Center Road and Salmon Falls Road. Canyon Creek Road approximates the northern boundary, while the Columbia River forms the general southern boundary.

The Legal Description is: Washington State, Skamania County, T.1N, R.5E, Sections 3,4,8,9,10,15,16,17 W.M..



The analysis will include surrounding lands and land uses, as they affect or are affected by the proposal in the planning area. The analysis area will necessarily be different for the various resources as defined by each resource specialist.

Purpose and Need for the Planning Effort

Background

- Property acquisitions in the Cape Horn vicinity of Skamania County, Washington have created sufficient contiguous federal lands to support development of a comprehensive trail management plan for the area.
- Recent land and easement acquisitions by non-federal conservation land trusts set the stage for construction of a scenic overlook as part of the trail system that might rival the views seen from Crown Point on the Oregon side of the Columbia.
- There is currently a non-system trail in use in the planning area.
- Skamania County recently broke ground on the development of a Park-N-Ride facility adjacent to the planning area that might be appropriate for collateral use as a trailhead.
- Washington Department of Transportation is in the planning phase of a proposal to remedy safety issues on State Highway 14 which bisects the Cape Horn trail planning area. Coordination of trail locations and highway realignment locations would enhance recreation use experiences and reduce construction costs because pedestrian underpasses could be incorporated into the highway realignment plans.

Purpose of the Cape Horn Recreation Management Plan

The purpose of this planning effort is to identify and select the Desired Future Condition for recreation in the area including a safe and environmentally sustainable trail location and associated amenities. It is intended that the plan will be compatible with possible future development of the proposed Steigerwald to Stevenson trail (Chinook Trail). The existing non-system trail will be analyzed either as the proposed action or as an alternative.

Need for the Cape Horn Recreation Management Plan

Current unmanaged use in the area is impacting sensitive resources and the increasing demand for a Cape Horn trail system creates a need to consider the establishment of a National Forest System trail. The opportunities provided by the realignment of SR-14, the construction of the Salmon Falls Park and Ride, and the purchase of the Cleveland property by the Forest Service combine to create a compelling need to design a safe and resource compatible plan for recreation in the area.

Planning Process

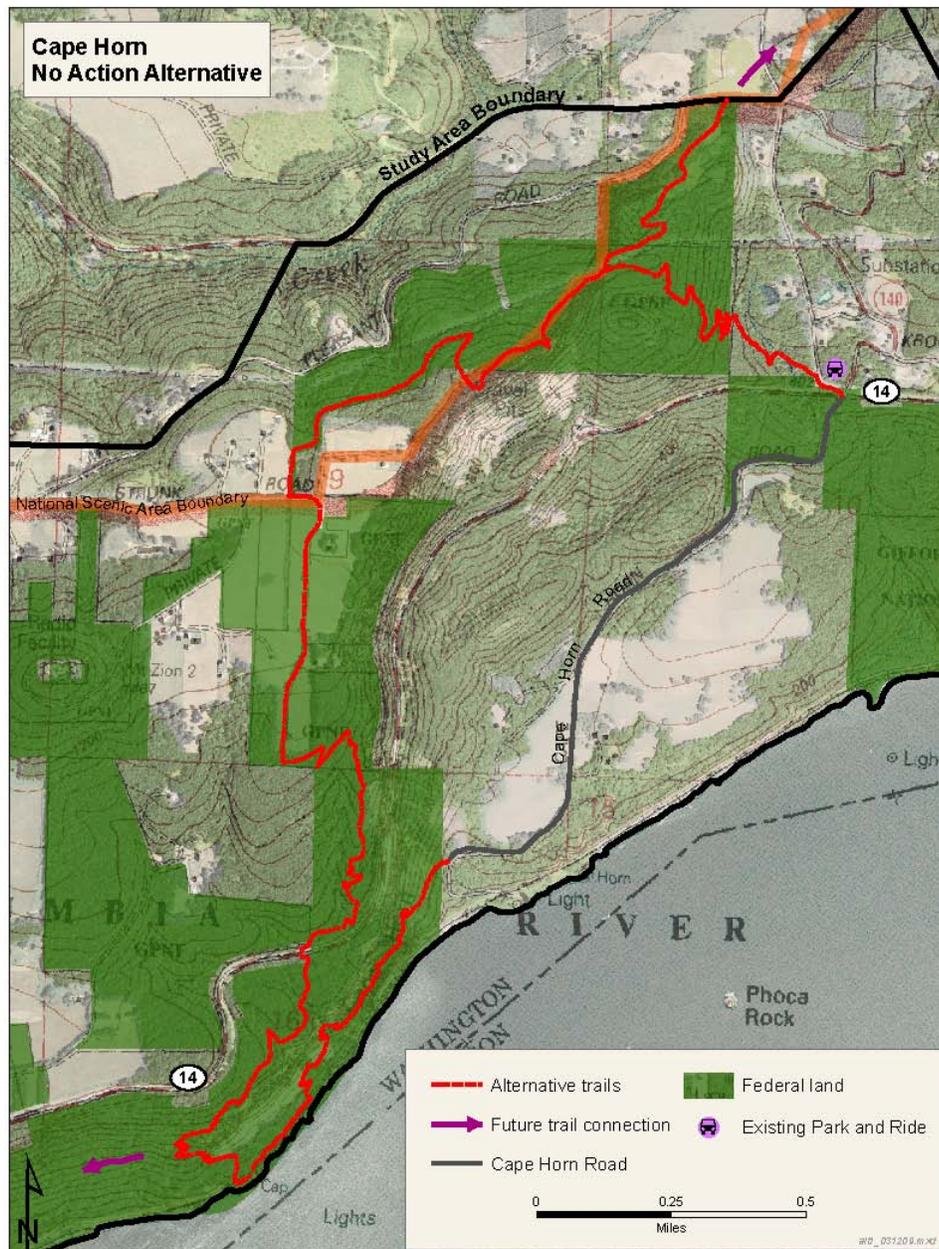
The Cape Horn Recreation Management Plan will be the selected alternative derived from an Environmental Assessment under NEPA. Extraordinary circumstances requiring an Environmental Assessment (rather than a categorical exclusion) include Native American religious or cultural sites, and sensitive plants and animals. In addition, the high level of public interest warrants preparation of an EA.

Alternatives

The following maps generally describe the following alternatives:

- Alternative 1-No Recreation Management Plan. The existing non-system trails would not be formally analyzed for designation as Forest Service Trails. Efforts to protect resources would likely occur over time.
- Alternative 2-A Recreation Management Plan with a trail system that includes a loop below SR-14.
- Alternative 3-A Recreation Management Plan with a trail system that does not include a loop below SR-14.
- Alternative 4-A Recreation Management Plan with a trail system that includes a trail south of SR-14 as far as the waterfall area where a turn-around would be constructed.

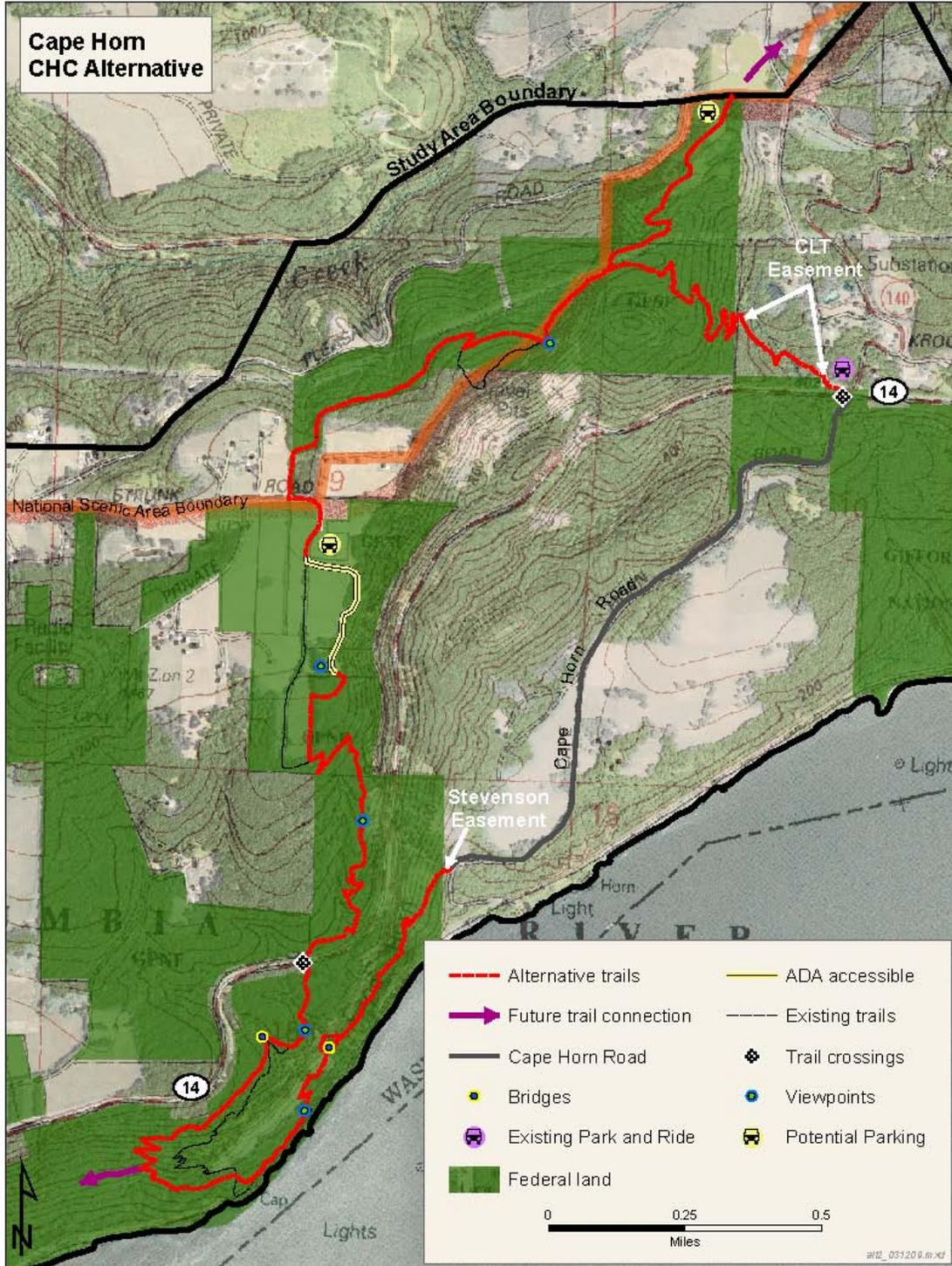
Alternative 1-No Action



Alternative 2

Major Features of this Alternative

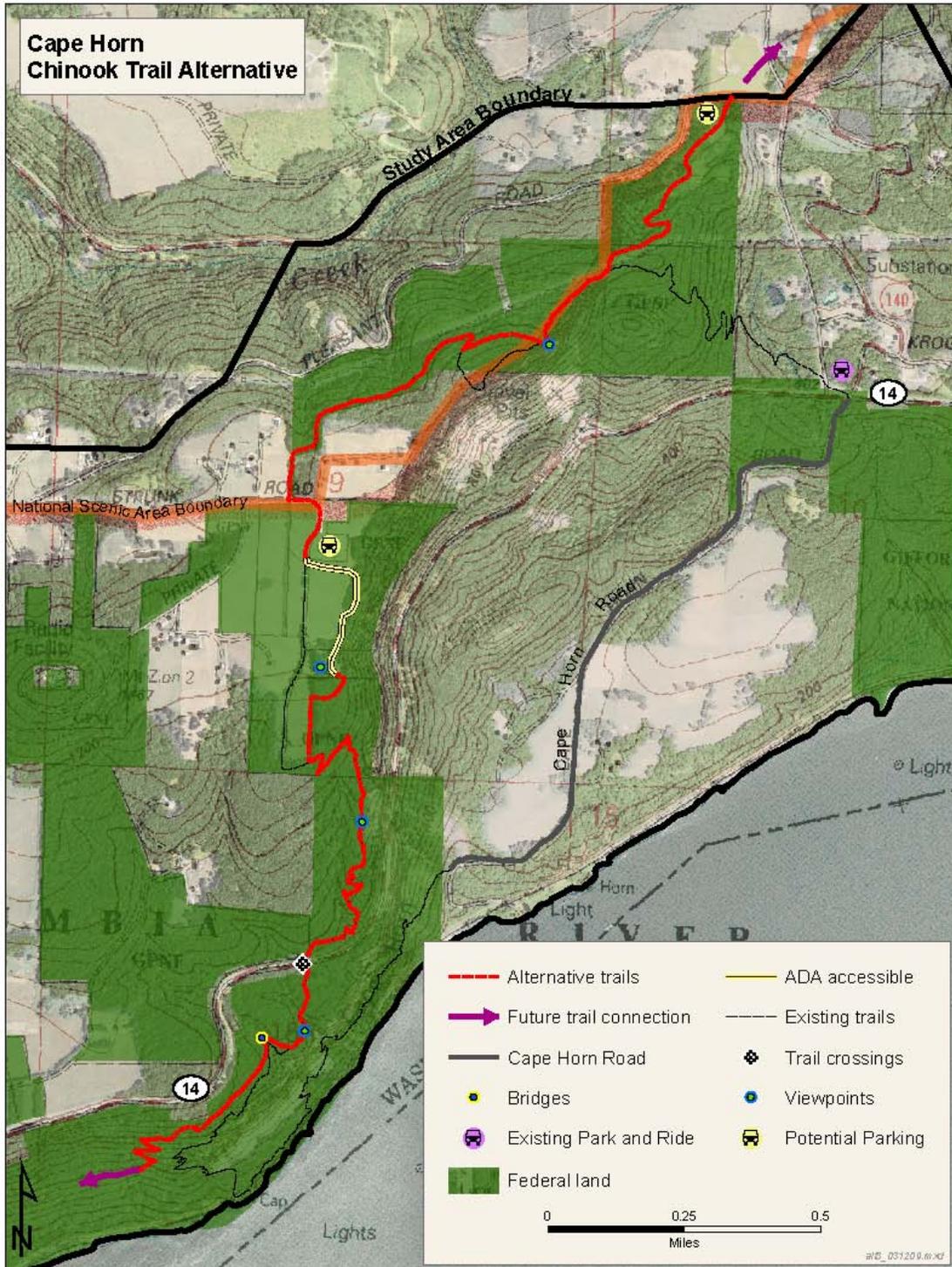
- Adopts most existing non-system trails.
- Uses a trail alignment consistent with a gorge-wide loop trail.
- Includes a lower loop trail that requires two underpasses including at Salmon Falls Rd.
- Parking at Strunk Road and Canyon Creek Road.
- Uses Cape Horn Road as a trail connector.



Alternative 3

Major Features of this Alternative

- Uses a trail alignment consistent with a gorge-wide loop trail.
- Does not include a loop south of SR-14
- Parking at Strunk Road and Canyon Creek Road.
- One underpass for SR-14 not including the Salmon Falls Underpass



Alternative 4

- Uses a trail alignment consistent with a gorge-wide loop trail.
- A Recreation Management Plan with a trail system that includes a trail south of SR-14 as far as the waterfall area where a turn-around would be constructed.
- Parking at Strunk Road and Canyon Creek Road.
- One underpass for SR-14 not including the Salmon Falls Underpass

