

## Appendix D

### Routt Forest Scale Rap Issues: Specific District Concerns

**1. Some roads may not be under the appropriate jurisdiction, and the right of way atlas may not be up to date to reflect current jurisdiction.**

Parks RD: There is an opportunity to clarify jurisdiction with Jackson County on some roads. Once jurisdiction has been clarified, make sure that maintenance level is consistent with the needs for the road.

- ♦ The most appropriate time would be after the road matrix is completed and the relative value and risk for each road has been identified.

HPBE RD: Jurisdiction may need to be clarified on the following roads: Elk Park Road, Buffalo Pass, and FSR 110.

- ♦ Jurisdiction and easements need to be finalized once the reroute on the east side of Rabbit Ears Pass is finished
- ♦ Question arose to if there are roads with dual jurisdictions—answer is no. Some roads change jurisdiction at the forest boundary etc, but no road has ‘dual jurisdiction’ on the same segment. Could be roads with shared maintenance and schedule A agreements lead people to believe there is dual jurisdiction.
- ♦ This issue may also become bigger as more subdivisions are developed and people request for existing USFS roads to be upgraded to access these subdivisions. In this case it might be more appropriate for the county to have jurisdiction and maintenance responsibility.
- ♦ Areas of note include FSR 42 and 490.

Yampa RD: The Beaver Creek road (FSR 970) may or may not be under the appropriate jurisdiction.

\*Nina McElhinney noted that if a county grants permission for a subdivision, then the county should have jurisdiction on the road accessing that subdivision.

**2. Road maintenance funding is not adequate to maintain roads and signs to standard.**

Districts generally agree. No specific comments.

**3. Road access may not be adequate for future management needs.**

Parks RD: This may be an issue in the Troublesome area including Matheson Reservoir

- ♦ Access into E.Fk. Troublesome where private land-owner doesn’t have right of way, yet uses road. USFS has no easement or ROW across private, not even administrative access without special permission
- ♦ Need to consider mgt prescriptions
- ♦ HPBE RD: Concern regarding access to the Sand Mountain area from the south

Yampa RD: This is a concern in the Morrison Creek roadless area. This is also a potential concern in the Pagoda area where currently the only road access is via the Beaver Creek road (FSR 970). We currently do not have access to the Pagoda area on the county road through Seely’s property

**4. Right-of-way across private land may not be adequate to access the forest as ownership and land uses change. Historic access across some of these lands is being closed off to the public. While this is not a change in legal status, it gives the appearance of shutting off large tracts of public land.**

Parks RD: This is an issue in the Troublesome, Pinkham Mtn, and Michigan Guard Station areas.

- ♦ Consider pursuing legal easements

HPBE RD: This is a particular concern in the Catamount area

- ♦ Also a concern in the Tennessee Creek area, although this may have also included a change in legal status
- ♦ Also a concern in the Wilderness Ranch area

Yampa RD: As mentioned above, ROW's were pursued in the 1900s. Particular areas of concern include the Seely property in the Pagoda area, which is either an easement or a bridge problem. The road is under county jurisdiction, but the bridge has been washed out and not replaced.

**5. There are increased demands for year round access across USFS to private in-holdings which may affect the road system, resources, and winter use patterns.**

Parks RD: This is an issue in the area of Michigan Guard Station, Matheson Reservoir, and possibly Pinkham Mtn area (depends on the LEX)

HPBE RD: This is a concern in the area of FSR 42 (Sandlin's), FSR 490 out of Columbine, possibly Big Red Park and Drury road access

- ♦ Need to consider lynx and other resource requirements when snowplowing involved

Yampa RD: This issue was raised by the Yampa RD

- ♦ Greatest road of concern is FSR 212
- ♦ Potential for private inholdings to request plowing for winter log haul
- ♦ Lynx Pass could become a concern as the population grows in Morrison Creek and people seek a more direct access to Denver in the winter.

**6. There are potentially adverse environmental impacts from the current road system. Roads causing impacts should be prioritized for evaluation at the subforest scale.**

Parks RD:

- ♦ Need to consider effects on peatlands and other sensitive plant species.
- ♦ There may be possible effects to range in that additional roads allow for movement of cattle into areas they didn't previously have access. May require additional cattle guards etc. to mitigate
- ♦ Consider weeds and known populations along mtce level 3-5 roads

HPBE RD: Major concern area revolved around Hwy 40 over Rabbit Ears

- ♦ MgCl and sand may be affecting resources
- ♦ Connecting roads, particularly two spurs on east side of pass and specific wildlife concerns
- ♦ Effects of ROW clearing and snowplowing on vegetation
- ♦ Resource concerns associated with CDOT maintenance shop
- ♦ 'Scoria deltas' from years of scoria accumulation

- ♦ Crowding of parking lots along Hwy 40, Buffalo Pass, and Columbine
  - ⑦ Sanitary concerns
  - ⑦ Effects to other agencies such as CDOT trying to plow parking lots when getting a lot of use, or county plowing parking on Buffalo Pass—how is this affecting their budgets?
  - ⑦ May also include Craig parking and access points although these are off forest

Yampa RD: Consider that increasing use requires more maintenance. This is a potential resource concern if the maintenance does not occur

- ♦ Make sure there is adequate parking and turnaround area at the end of the road. Provide what's needed for where the road system takes people
- ♦ There has been an increase in weed populations along roads probably due to an increase in use.

Pertinent questions: AQ 1-6, 8-12, 14,

## **7. Higher road densities have greater potential to adversely affect resources and encourage illegal use.**

Parks RD: Jackson County may not agree with our definition of 'high density.' Need to make sure and clarify what that means

HPBE RD: Bears Ears area during hunting season

- ♦ Similar to #14: more off-rd and non-system road use results from high road densities
- ♦ Elkhorn Mountain road also a concern area

Yampa RD: No specifics identified except for ineffective decommissioning leading to illegal use.

- ♦ There may be an opportunity in the High Rock area to reduce road density and subsequently wildlife habitat fragmentation.

## **8. Ineffective closures can result in illegal use, which can then have adverse effects on resources.**

Parks RD:

- ♦ This issue is a concern along USFS private land boundaries that goes both ways: from private onto USFS, and from USFS onto private.
- ♦ This may also be an issue going from open to closed or restricted roads.
- ♦ Forest map incorrectly shows open forest access in the vicinity of Onion Park. The USFS doesn't have access, but showing it on the map encourages trespass

HPBE RD: This is a concern. Some non-system roads are promoting trespass

- ♦ Specific concern in Big Red Park area. District has been rerouting trails and posting with signs to try and minimize

Yampa RD: The enforcement of closed or decommissioned roads is not adequate. Need to consider ways to more effectively disguise the entrances to roads etc. Need more effective decommissioning

- ♦ This is a concern in the Harper Lake area where roads are decommissioned but still being used regularly.
- ♦ This is also a concern in the Long Park area
- ♦ The new signing system might help

**9. Use of the road system may be affecting big-game movement during hunting seasons.**

Parks RD:

- ◆ This is an issue as indicated by the current road mgt in the Snyder Creek area during hunting season.
- ◆ District hopes to meet with the division to get some data regarding effectiveness in January

HPBE RD: Concern in the entire Little Snake Geo Area, particularly around the Elkhorn Mountain road

Yampa RD: This may be a concern along FSR 910 which is closed in the spring for elk calving

**10. Both small all-terrain vehicles (ATV's) and highway vehicles are used on the same roads and occasionally at the same time. This can be a safety problem.**

Parks RD: This is a general concern. Work was specifically done on FSR 615 to address this concern. Other concern areas include FSR 106, the Illinois River road, and the Michigan River and Guard Station area.

- ◆ Possible opportunities would include better site clearing, more signing etc.

HPBE RD: ATVs not legal on public roads

- ◆ Specific concern areas include: Black Mountain and Grizzly Park areas, Buffalo Pass road, FSR 550, and possibly California Park although that road under county jurisdiction.

Yampa RD: Agree that this is a concern

- ◆ Specific concern areas include FSR 100, 250, and the Bear River road
- ◆ This could become a concern on FSR 212 with winter plowing and snowmobile use.
- ◆ Recommended asking the LEO's for their input

**11. The location of some roads may be promoting illegal motorized use in wilderness areas.**

Parks RD: This is an issue in the Aqua Fria and the Newcomb Creek area

- ◆ Opportunities may include better natural barriers

HPBE RD: Specific concern area includes FSR 499 from Big Red Park down into South Fork Hog Park area.

Yampa RD: This is a concern on the east side of the Sarvis Wilderness near FSR 100.

- ◆ This is a concern on the Coal Creek road (FSR 906) relative to snowmobiles, and possibly ATVs.
- ◆ Recommended asking the LEO's for their input

**12. Road management objectives (RMO's) are not current and need to be updated.**

Parks RD: This issue raised after the Parks RD meeting

HPBE RD: This issue raised by HPBE

Yampa RD: Unsure.