

Supplemental Information Report

July 8, 2010

Corrections/Errata to the EA, Changes to the Preferred Alternative and Additional Information Fremont–Winema National Forests Motorized Travel Management Project

Corrections to the EA

Errors were found in the summary tables for Alternative 3. The correct numbers for Tables 8 and 9 are found below.

Table 1. Alternative 3 Motorized Road and Trail Opportunities by Vehicle Class

Vehicle Class	Total (Miles)	Year-Round Access (miles)	Seasonal Restrictions (miles)
Roads Closed to Public Motorized Use	5,713	NA	NA
Roads Open to Highway Legal Motor Vehicles Only	452	440	12
Roads Open to All Motor Vehicles	6,030	5,499	531
Trails Open to All Motor Vehicles (including both highway-legal and non-highway-legal vehicles)	165	126	39
Trails Open to Motor Vehicles 50 Inches or Less in Width	8.5	8.5	0
Trails Open to Motorcycles Only	0.0	0	0
Total Designated for Motor Vehicle Use	6,655.5	6,073.5	582
Total Miles - All Designations	12,368	NA	NA
Acres Designated for Motorized Cross-Country Travel	None	NA	NA

Table 2. Alternative 3 Motor Vehicle Access for Dispersed Camping

Motor Vehicle Access for Dispersed Camping	Miles	Acres
Corridors designated for year-round access	3,585	250,981
Corridors only seasonally available (affected by road or area closures)	363	25,967
Total	3,948	276,948

Changes to the Preferred Alternative for the Decision

Continuing review of the Forest road data indicated corrections were necessary. Corrections came from field review of several areas that revealed a portion of the designated roads had been decommissioned with many roads left isolated (107 roads). Review of jurisdictions also brought changes with some designated roads found to be county (1) or private roads (1) and removed from the MVUM while others had Forest control that allowed public motorized use requests to be granted (3). There were also a portion of roads that accessed developed campgrounds that were not placed in the Forest database when constructed; these roads have been designated for motorized use.

Requests were received to allow better utilization of the forest during hunting season as well as protection of resources in meadow and riparian areas and spotted owl nesting and elk calving. These requests resulted in an increase in motorized access for dispersed camping for hunter camping (5 roads), closure of roads for meadow and riparian areas and seasonal restrictions (6 roads) or no motorized access for dispersed camping for wildlife protection (8 roads).

The public requested additional access in the following areas: along the Chewaucan River, the area southwest of the Gearhart Wilderness Area, and near Threemile Creek, on the Klamath District (9 roads). The Decision granted access in these areas.

Summary of Modified Alternative 3

Table 3- Motorized Road and Trail Opportunities by Vehicle Class

Vehicle Class	Total (Miles)	Year Round Access (miles)	Seasonal Restrictions (miles)
Roads Closed to Public Motorized Use	5726	N/A	N/A
Roads Open to Highway Legal Motor Vehicles Only	453	441	12
Roads Open to All Motor Vehicles	5973	5447	526
Trails Open to All Motor Vehicles (including both highway-legal and non-highway-legal vehicles)	165	118	47
Trails Open to Motor Vehicles 50 Inches or Less in Width	8.5	8.5	0
Trails Open to Motorcycles Only	0	0	0
Total Designated for Motor Vehicle Use	6559	6014.5	585
Total Miles - All Designations	12,325.5	N/A	N/A
Acres Designated for Motorized Cross-Country Travel	None	N/A	N/A

Table 4 - Motorized Vehicle Access for Dispersed Camping

Motor Vehicle Access for Dispersed Camping	Miles	Acres
Corridors designated for year-round access	3554	249,089

Corridors seasonally available affected by road or area closures	364	25,892
Total	3,918	274,981

Specialist Review of the Changes

Each specialist reviewed the changes to the preferred alternative to determine if the effects are consistent with their analysis and findings. They reviewed each road individually to determine consistency. All specialists found the changes were consistent with the analysis disclosed for this EA. The roads miles added were countered by roads being removed; even the acres of motorized access for dispersed camping added were reduced by roads removed from motorized use.

Changes in road miles designated for motorized use: Overall the corrections and requests reduced the miles of roads by 62 miles from the preferred alternative described for the comment period. Even though an additional 27 miles of road were designated for use, open road density by watershed continued to meet the criteria used to develop Alternative 3. Resource protection measures used to develop Alternative 3 did not change, continuing resource protection as originally designed.

Several roads had seasonal restrictions added to them for protection of elk calving and mule deer winter range. This provided additional protection for big game; protection for elk calving and mule deer winter range remains consistent with the wildlife analysis. Most roads located within big game winter range were seasonally restricted to meet winter range open road density standards and one road was seasonally restricted because it was within 1/8 mile of a bald eagle nest. Several roads were closed to protect meadows and riparian areas. Some roads within spotted owl habitat were restricted during nesting season as a result of consultation with the US Fish and Wildlife Service. The Project Design Criteria listed in table 12 for Northern spotted owl was changed to read: *Any roads that increase in maintenance level (i.e. ML 2 to ML 3) or change from a closed to open status (i.e. ML1 to ML2) located within 1/4 mile of active, historic, or predicted spotted owl nests will be seasonally restricted from March 1 - September 31.* Impacts associated with these changes are consistent with the finding disclosed in the EA and wildlife report.

The fisheries biologist reviewed each road. The finding of approximately 88 miles of roads that are decommissioned or isolated because the main road was decommissioned improves watershed condition. The additional 27 miles of road does not affect fish or their habitat.

Motorized Access for Dispersed Camping: There is a decrease in the acres available for motorized access for dispersed camping of about 1,967 acres.

Additional Information

Roadless Areas

The alternatives in the EA do not impact Inventoried Roadless Areas or undeveloped areas. There is no new road or trail construction or the adoption of user developed routes proposed within the EA. Most of the Inventoried Roadless Areas were designated for semi-primitive motorized or semi-primitive non-motorized management areas in the Forest Plan. Some portions of the Inventoried Roadless Areas fell into motorized ROS categories.

The proposed designated motorized routes are confined to the existing National Forest System roads within areas designated for motorized use by the Forest Plan. No roads or motorized access for dispersed camping were considered in Forest Plan Management Areas designated for semi-primitive non-motorized use or wilderness. Both of these areas currently do not allow cross-country use; however, in the semi-primitive non-motorized areas maintenance level 1 roads were not considered for motorized use. Maintenance level 2 to 4 roads that cross the semi-primitive non-motorized areas remain open for access to the Forest and trailheads.

36 CFR 294 Subpart B - Protection of Inventoried Roadless Areas defines roadless characteristics:

1. High quality or undisturbed soil, water, and air: The prohibition of motorized cross-country travel protects soils from impacts. Any motorized use to access dispersed camping will be within 300 feet of roads and is limited to existing sites along existing routes. Soil productivity would slightly improve and not be further impacted. Most water is distant to roads and motorized trails and not expected to be impacted. Maintenance of ML 2, 3, and 4 roads would help protect water quality. Air quality within the IRA would not be impacted because of the limited motorized access inside of IRAs. It is possible to have dusting occur along roads passing through IRA during the dry times of the year, particularly on the pumice soils. The dust would be confined to the roads and could be seen as a plume from the distance. It would dissipate before reaching a distant user. Many roads are surface and would have reduced dusting compared to native surface roads.
2. Sources of public drinking water: The IRAs are not a source of municipal water though individuals may use the streams for water during recreational use and would take usual precautions.
3. Diversity of plant and animal communities: No vegetation management actions are proposed that would impact plant diversity. Protection measures have been included in design of the alternative to protect plant and animal communities. Motorized use would continue much like it is today with the exception that motorized cross-country use would no longer occur, improving conditions.
4. Habitat for threatened, endangered, proposed, candidate, and sensitive species and for those species dependent on large, undisturbed areas of land: Impacts would be much the same as for item 3 above. Protection measures provided by the alternative would improve habitat and reduce impacts compared to the existing condition.
5. Primitive, semi-primitive non-motorized and semi-primitive motorized classes of dispersed recreation: Consistent with the Forest Plans, the IRAs will continue to provide these forms of recreation. Motorized users of the semi-primitive motorized areas would be confined to trails and roads.
6. Reference landscapes: There are no unique reference landscapes that are not already included in the wildernesses found on the Forest.
7. Natural appearing landscapes with high scenic quality: Designation of existing roads does not change the landscape appearance. There are no new roads or trails being proposed in this EA. The scenic integrity of the IRA would be retained by keeping vehicles on roads and trails.
8. Traditional cultural properties and sacred sites: Sites have been protected through project design.
9. Other locally identified unique characteristics: No locally unique characteristics have been identified. Designating existing National Forest System routes and prohibitions on cross-country use would preserve options for the future.

There would be no change to roadless character by the modified Alternative 3. Motorized access along roads and trails would remain much the same except motorized cross-country travel would not occur. Maintenance level 1 roads are prohibited from motorized use within the semi-primitive non-motorized management areas.

Climate Change

The Klamath Basin will initially experience less severe effects than other areas of North America. Local summary of potential climate changes for the Klamath Basin indicate a warmer future, a variable change in precipitation from slight decreases to minor increases with more frequent intense storm events, and dry summers with decreases in soil moisture and lower spring stream flows. Rain may become the dominant form of precipitation with low snow packs forming in the winter. Stream flows would shift to higher winter flows and lower late summer and fall flows because of shorter snow pack melt season, and riparian areas would likely shrink in size and width.

Vegetation responses to climate change would shift to dryer ecosystems and local vegetation would adjust. Moist conifer forest would transition to dry forest of ponderosa pine and Douglas-fir. Juniper would expand into lower elevation forests and grasslands and could replace current ecosystems dominated by juniper and sagebrush. Much of the response to climate change will require vegetation to adapt to more frequent wildfires.

Two outcomes of climate change that directly affect road management are: 1) the potential for more fine sediment delivery because of more frequent intense storm events and 2) the loss of riparian areas and connectivity to terrestrial habitat.¹ All action alternatives would reduce the amount of roads and areas available for motorized access. Closed roads would develop stabilizing vegetation between times of resource use and reduce the potential for erosion delivering sediment to streams. Roads are not proposed for decommissioning by this action; however prohibiting motor vehicle use on over 5,700 miles of roads and not designating motorized play areas would benefit soil stability and reduce erosion impacts. Future watershed restoration actions would decommission roads, increase culvert size when needed, and restrict riparian access for various resource uses. The action alternatives reduced motorized access to riparian areas when compared to the existing condition and further reductions were made in the decision for protecting known meadows and riparian areas that have experienced resource damage.

Travel management has increased areas of protection for wildlife from motorized use. Open road densities were reduced on summer and winter range at the watershed scale rather than at the Forest level. The lower road density improves connectivity of habitat reducing potential harassment. The amount of motorized access to riparian areas has been reduced improving connectivity of the limited riparian corridors for wildlife use. Improved connectivity of habitats increases the resilience of populations to withstand changes in vegetation and climate.

Travel management is just one way for resource managers to respond to potential climate change impacts in the Klamath Basin. Vegetation management actions are beyond the scope of travel management, but with travel management in place, the Forest is better able to respond to changes as they arise and as resource damage occurs.

Air Quality

See response to comments.

¹ Brian R. Barr et al. March 2010, *Preparing for Climate Change in the Klamath Basin*, National Center for Conservation Science & Policy The Climate Leadership Initiative.