

## Guidelines for Developing Travel Management Alternatives

March 23, 2009

**Purpose:** To provide a consistent framework, rationale, and methodology forestwide for mapping alternatives. The Forest will use these guidelines to help guide which routes would be included in each alternative. Exceptions to these guidelines will be noted by alternative.

If route construction is included, the Forest will analyze the effects from the future use of the route rather than the effects from constructing it. The construction of routes is outside the scope of the project; however, designating a route – even a future route - is within the scope.

**Road density:** For now, assume motorized trails will be calculated with roads in the calculation of road density.

**Dispersed camping:** Baseline is to continue to provide camping where it presently occurs unless the site is causing unacceptable resource damage.

Alternative	Guidelines
<b>More Motorized Access</b>	<ul style="list-style-type: none"> <li>• Generally routes and areas to be considered are those raised in comments or those having some sort of justification (e.g. connectivity)</li> <li>• No routes that follow the channel of a perennial stream (crossing perpendicularly is OK – Perennial stream crossings should include an engineered crossing if at all possible)</li> <li>• Limit designating parallel roads and trails</li> <li>• OK to have open road density higher than in FP</li> <li>• No non-system routes (user-submitted routes) that go through cultural resource sites               <ul style="list-style-type: none"> <li>○ Unless negative effects are mitigated appropriately</li> </ul> </li> <li>• Minimize game and dispersed camping corridors that affect cultural resource sites</li> <li>• OK to including existing routes (trails) in IRAs</li> <li>• OK to include limited amounts of routes that need to be constructed</li> <li>• OK to include existing routes through sensitive species habitat (use seasonal closures when possible, including seasonal closure for RGCT streams – May 15 - July 15). Try to minimize the number of seasonal closure dates.</li> <li>• OK to add routes in T&amp;E core habitat, but only if effects can be mitigated through seasonal closures. Otherwise no routes in T&amp;E core habitat.</li> <li>• OK to have routes going to existing hiking trails/trailheads</li> <li>• OK to identify locations of present and future motorized trailheads</li> <li>• OK to include corridors for motorized big game retrieval – use corridors 1 mile on either side of the road</li> <li>• OK to include camping corridors where people <b>could</b> drive to, but there is no evidence that site is currently being used as such – use single width of 300 feet from either side of the road</li> <li>• Follow the decision-tree for routes to private lands</li> </ul>

<p><b>More Motorized Recreation</b></p>	<ul style="list-style-type: none"> <li>• Same as above, but should focus on loops (connectivity) for motorized routes</li> <li>• These guidelines are meant to be slightly more restrictive than more motorized access, with a focus on routes important for <i>recreation</i></li> <li>• OK to include existing routes through sensitive species habitat only if impacts can be mitigated through a seasonal closure or appropriate stream or wetland structure <ul style="list-style-type: none"> <li>▪ Exception: OK to include routes in JMS Essential habitat, but not JMS occupied habitat**</li> <li>▪ No camping corridors in threatened, endangered, and sensitive species habitat</li> </ul> </li> <li>• No non-system routes (user-submitted routes) that go through cultural resource sites <ul style="list-style-type: none"> <li>○ Unless negative effects are mitigated appropriately</li> </ul> </li> <li>• Minimize dispersed camping corridors that affect cultural resource sites. No game retrieval corridors that affect cultural resource sites.</li> <li>• OK to include camping corridors where people <b>could</b> drive to, but there is no evidence that site is currently being used as such – use combination of 150’ and 300’ widths</li> <li>• OK to have trail parallel to road</li> <li>• Roads to generally meet FP open road density standards and guidelines (not including trail miles in density calculations)</li> <li>• OK for corridors for motorized big game retrieval – use combination of 150’ and 300’ widths</li> <li>• No routes that follow the channel of a perennial stream (crossing perpendicularly is OK)</li> <li>• Include ATV-only trails</li> <li>• Include motorcycle-only trails</li> <li>• Follow the decision-tree for routes to private lands</li> </ul>
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<p><b>Zoning (Encouraged use) alternative</b></p>	<ul style="list-style-type: none"> <li>• Should focus on separating motorized vs. non-motorized uses</li> <li>• OK to exceed open road density standards in areas that encourage motorized use</li> <li>• Where motorized use is already concentrated and little non-motorized use occurs, consider including as many looping routes, etc. as possible (and vice versa) <ul style="list-style-type: none"> <li>○ Consider encouraging non-motorized uses around wilderness areas</li> </ul> </li> <li>• Consider topography and how motorized use in an area may impact surrounding areas</li> <li>• Generally use the same criteria as more motorized access for ‘motorized encouraged use areas’</li> <li>• Not necessarily limited to routes/areas requested in comments</li> <li>• Consider non-motorized uses in areas with important fish and wildlife habitat (e.g. headwaters, corridors, isolated perennial water sources, threatened and endangered, and sensitive sp habitat)</li> <li>• Consider not designating routes that cross impaired waters without an appropriate structure.</li> <li>• Consider not designating routes or corridors that are within 300 feet of an impaired stream</li> <li>• Consider ROS designations from the Forest Plan</li> <li>• Consider not designating routes where soil limitation ratings are not good for trails and wheeled off-road vehicles as defined in the TEU.</li> <li>• OK to include corridors for motorized big game retrieval – use combination of 150’ and 300’ widths</li> <li>• OK to have dispersed camping corridors – use combination of 150’ and 300’ widths</li> <li>• Minimize non-system routes (user-submitted routes) that go through cultural resource sites <ul style="list-style-type: none"> <li>○ Avoid routes and corridors that may concentrate activities in high cultural resource site densities (e.g. Rio del Oso, virgin/holiday mesas)</li> </ul> </li> <li>• Follow the decision-tree for routes to private lands</li> </ul>
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<p><b>Corrected Proposed Action</b></p>	<p>Forestwide, the following were used:</p> <ul style="list-style-type: none"> <li>• No routes that follow the channel of a perennial stream (crossing perpendicularly is OK)*</li> <li>• No routes that have been specifically identified as major contributors for a stream in non-attainment status in one or more assessments</li> <li>• No routes that go through isolated perennial springs or wetlands that provide important wildlife habitat</li> <li>• OK to have trail parallel to road where there are no impacts to sensitive species or cultural resources</li> <li>• Road density should meet FP guidance (except where there is a clear justification)</li> <li>• Minimized the number of level 2 roads and did not designate user-submitted routes on known cultural sites</li> <li>• Avoided routes that may concentrate use in high density cultural resource areas</li> <li>• Routes OK in IRAs where connectivity was important and to provide some motorized recreational opportunity were included</li> <li>• Included some small portions of existing connectors even if construction needed at later time w/NEPA.</li> <li>• Generally sensitive species habitat was avoided, but there were exceptions**:<ul style="list-style-type: none"> <li>○ OK to include routes in JMS priority or regular survey area</li> <li>○ OK to include existing routes/camping corridors through sensitive species habitat with seasonal closure (this was generally avoided to limit the amount of roads with various dates)</li> <li>○ OK for very small route segments that are necessary for route connectivity</li> <li>○ OK for existing level 3&amp;4 roads, and for level 2 roads that are considered main transportation corridors</li> <li>○ OK for stream crossings with an appropriate structure</li> </ul> </li> <li>• No routes in T&amp;E core habitat. OK to add important routes in the edges of T&amp;E core habitat, but only if effects can be mitigated through seasonal closures.*</li> <li>• OK to have routes going to existing hiking trailheads or partially on some FS hiking trails</li> <li>• Followed Region 3 guidance on access to and through private property</li> <li>• Focused on removing unnecessary and redundant routes</li> <li>• Dispersed camping corridors for places where physical evidence of camping exists, or district knowledge that camping occurs (usually during hunting season) – used combination of 150’ and 300’ widths</li> </ul>
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<p><b>Less Access</b></p>	<ul style="list-style-type: none"> <li>● Identify areas on the Forest where non-designation of non-essential roads can contribute to large contiguous acreages of non-roaded lands (e.g. Bearhead Peak) <ul style="list-style-type: none"> <li>○ Do not designate all roads and trails in these areas.</li> </ul> </li> <li>● Identify areas that currently have good riparian conditions and ensure these are maintained or enhanced (from Forest Plan language).</li> <li>● Limit designation of routes in severe erosion hazard rated areas and steep slopes (side slopes over 40%)</li> <li>● Consider soil limitation rating for trails and wheeled off-road vehicles as defined by the TEU.</li> <li>● Meet Forest Plan open road density standards wherever possible <ul style="list-style-type: none"> <li>○ Limit trails in areas where there are road densities above or in the upper range of the FP road density standards</li> </ul> </li> <li>● Avoid where possible designating routes 300 feet on either side of perennial streams. NO routes that cross a perennial stream without an appropriate structure (routes that perpendicularly cross intermittent or ephemeral streams may be OK) <ul style="list-style-type: none"> <li>○ Exception would be for level 3 and 4</li> </ul> </li> <li>● No routes in core T&amp;E habitat or core sensitive species habitat (e.g. Peregrine A zones, JMS occupied and essential, 300 feet on either side of RGCT streams) <ul style="list-style-type: none"> <li>○ Exception would be level 3&amp;4 roads. Consider timing restrictions for these.</li> <li>○ Exception for RGCT if there is an appropriate stream crossing</li> </ul> </li> <li>● Minimize road and trail crossings of streams, wetlands, floodplains, and riparian areas</li> <li>● Dispersed camping corridors contain only visible sites (bare ground, fire ring) or sites where forest has knowledge that people do camp (seasonal hunting or other) – use single width of 150’ only</li> <li>● OK to have limited use of corridors for motorized big game retrieval – use single width of 150’ only</li> <li>● Eliminate routes through high density cultural resource areas <ul style="list-style-type: none"> <li>○ Exception to this is level 3 and 4 roads</li> </ul> </li> <li>● Follow the decision-tree for routes to private lands</li> </ul>
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\* 57 stream crossings, no occupied RGCT stream crossings

\*\*The proposed action includes 117 routes in JMS essential and 67 routes in JMS occupied

\* The proposed action includes 63 routes in MSO PACs