

# Lower Trinity Mad River Motorized Travel Management Summary of the Draft Environmental Impact Statement (DEIS)

## PROPOSED ACTION

The Six Rivers National Forest (Six Rivers NF) proposes the following actions: (1) Prohibit cross-country motor vehicle travel off designated National Forest Transportation System (NFTS) roads and motorized trails by the public except as allowed by permit or other authorization (excluding snowmobile use); (2) Add 57 miles of unauthorized routes to the current NFTS as motorized trails and co-locate 7 miles of motorized trail on existing NFTS closed roads; and (3) Reclassify 42 miles of existing NFTS roads and motorized trails by vehicle type or season of use and remove 6 miles of motorized use from NFTS trails.

## SIGNIFICANT ISSUES

Internal and external scoping identified the following significant issues and these issues were used to assist in development of the action alternatives. The significant issues are the following:

**Table 1. List of Significant Issues**

Issue Topic	Cause and Effect
1. Access and Recreation Opportunity	The proposed action unreasonably restricts motorized recreation use. The prohibition on cross-country travel will severely limit recreation opportunities and access, and the addition of only 64 miles of motorized trails to the NFTS provides insufficient public access to Six Rivers NF lands and unfairly limits motorized recreation.
2. Non-motorized Opportunity	Public motorized use of roads and trails as described in the Proposed Action will negatively affect non-motorized recreation opportunity and Inventoried Roadless Area character (engine noise, dust, conflicts, and aesthetic values).
3. Resource Impacts	Public motorized use of roads and trails as described in the Proposed Action will negatively affect forest resources.

## ALTERNATIVES CONSIDERED IN DETAIL

The Six Rivers NF developed four alternatives: the No Action, the Proposed Action, and two additional action alternatives to meet the purpose and need and to respond to the significant issues listed above. The four alternatives considered in detail for this analysis are listed in Table S-2 below. Complete details of the alternatives are found in Chapter 2 of this document.

**Table 2. List of Alternatives Considered in Detail**

<b>Alternative 1: No Action Alternative</b>	<p>The No Action alternative provides a baseline for comparing the other alternatives. This alternative maintains the status quo. Under the No Action alternative, current management plans would continue to guide management of the project area. No changes would be made to the current NFTS and no cross-country travel prohibition would be put into place. Travel Management Rule would not be implemented, and no Motor Vehicle Use Map (MVUM) would be produced. Motor vehicle travel by the public would not be limited to designated routes. The agency would take no affirmative action on any unauthorized routes.</p> <ul style="list-style-type: none"> <li>• <b>Does not prohibit cross-country motor vehicle travel</b></li> <li>• <b>Adds no new NFTS roads or motorized trails</b></li> </ul>
<b>Alternative 2: Proposed Action and Preferred Alternative</b>	<p>The Proposed Action is the proposed changes to the NFTS and the prohibition of cross-country travel as described in the Notice of Intent (NOI) published December 19, 2008 on the Federal Register (Volume 73, Number 245) with minor corrections. The Proposed Action proposes to: (1) Prohibit cross-country motor vehicle travel off designated National Forest Transportation System (NFTS) roads and motorized trails by the public except as allowed by permit or other authorization (excluding snowmobile use); (2) Add 57 miles of unauthorized routes to the current National Forest Transportation System (NFTS) as motorized trails and co-locate 7 miles of motorized trails on NFTS closed roads; and (3) Reclassify 42 miles of existing NFTS roads and motorized trails by vehicle type or season of use and remove 6 miles of motorized use from NFTS trails.</p>

Alt 2 (cont.)	<ul style="list-style-type: none"> <li>• <b>Prohibits cross-country travel</b></li> <li>• <b>Adds 64 miles of NFTS motorized trails</b></li> <li>• <b>Changes vehicle class on 25 miles of NFTS roads</b></li> <li>• <b>Changes vehicle class on 4 miles of NFTS motorized trail</b></li> <li>• <b>Removes 6 miles of motorized use from NFTS trail</b></li> <li>• <b>Establishes season of use on 12 miles of NFTS motorized trails: June 1 to Oct 31</b></li> <li>• <b>Blocks vehicle access into North Fork Wilderness</b></li> </ul>
Alternative 3:	<p>Includes all actions identified for the Proposed Action (as corrected) and 1) adds an additional 7 miles inventoried unauthorized routes to the NFTS: as companion trails along Forest Route 1 and along 07N31 on Lone Pine Ridge in the Horse Linto area; as short spurs for dispersed recreation access at Titlow Hill; and as a tie-through from NFTS road 2S30 and the Old Willburn Ranch and County Road 515; and 2) expands season of use for motorized trails for consistency with season of use on the NFTS roads which access the NFTS motorized trails.</p> <ul style="list-style-type: none"> <li>• <b>Prohibits cross-country travel</b></li> <li>• <b>Adds 72 miles of NFTS motorized trails</b></li> <li>• <b>Changes vehicle class on 25 miles of NFTS roads</b></li> <li>• <b>Changes vehicle class on 4 miles of NFTS motorized trail</b></li> <li>• <b>Removes 6 miles of motorized use from NFTS trail</b></li> <li>• <b>Establishes season of use on 12 miles of NFTS motorized trails consistent with NFTS access roads: May 1 to Nov 15</b></li> <li>• <b>Blocks vehicle access into North Fork Wilderness</b></li> </ul>
Alternative 4:	<p>This alternative provides another baseline for comparing other alternatives and responds to the issues of non-motorized recreation experience and negative effects to forest resources. The Travel Management Rule would be implemented, and a Motor Vehicle Use Map (MVUM) reflecting the current NFTS would be published. Public use of unauthorized routes would be prohibited.</p> <ul style="list-style-type: none"> <li>• <b>Prohibits cross-country travel</b></li> <li>• <b>Establishes season of use on 12 miles of NFTS motorized trails consistent with NFTS access roads: May 1 to Nov 15</b></li> <li>• <b>Blocks vehicle access into North Fork Wilderness</b></li> </ul>

## SUMMARY OF ENVIRONMENTAL CONSEQUENCES

The table below summarizes the environmental consequences by providing an average ranking of each alternative by resource area. Detailed information can be found in Chapter 3.

**Table 3. Summary Comparison of Alternatives by Resource Average Ranking**

Resource Area	Alt. 1	Alt. 2	Alt. 3	Alt. 4
3.3 Geology	1.8	3.0	2.5	4.0
3.4 Soil Resources	1.0	2.6	2.4	3.1
3.5 Water Resources	1.0	3.0	2.0	4.0
3.6 Aquatic Biota	1.0	3.2	2.5	3.5
3.7 Terrestrial Wildlife	1.0	3.0	2.0	4.0
3.8 Botanical Resources	1.0	3.0	2.0	4.0
3.9 Noxious Weeds	1.0	3.0	2.0	4.0
3.10 Port-Orford Cedar	1.3	3.6	2.3	4.0
3.11 Cultural Resources	1.0	3.0	2.0	4.0
3.13 Visual Resources	1.0	4.0	4.0	4.0
3.14 Motorized Recreation	4.0	2.0	3.0	1.0
3.15 Inventoried Roadless	1.0	3.0	2.0	4.0

<sup>1</sup>A score of 4 indicates the alternative has the greatest potential beneficial impact for the specified resource; a score of 1 indicates the alternative is the greatest potential for adverse impact for specified resource. See Chapter 3 for more details.