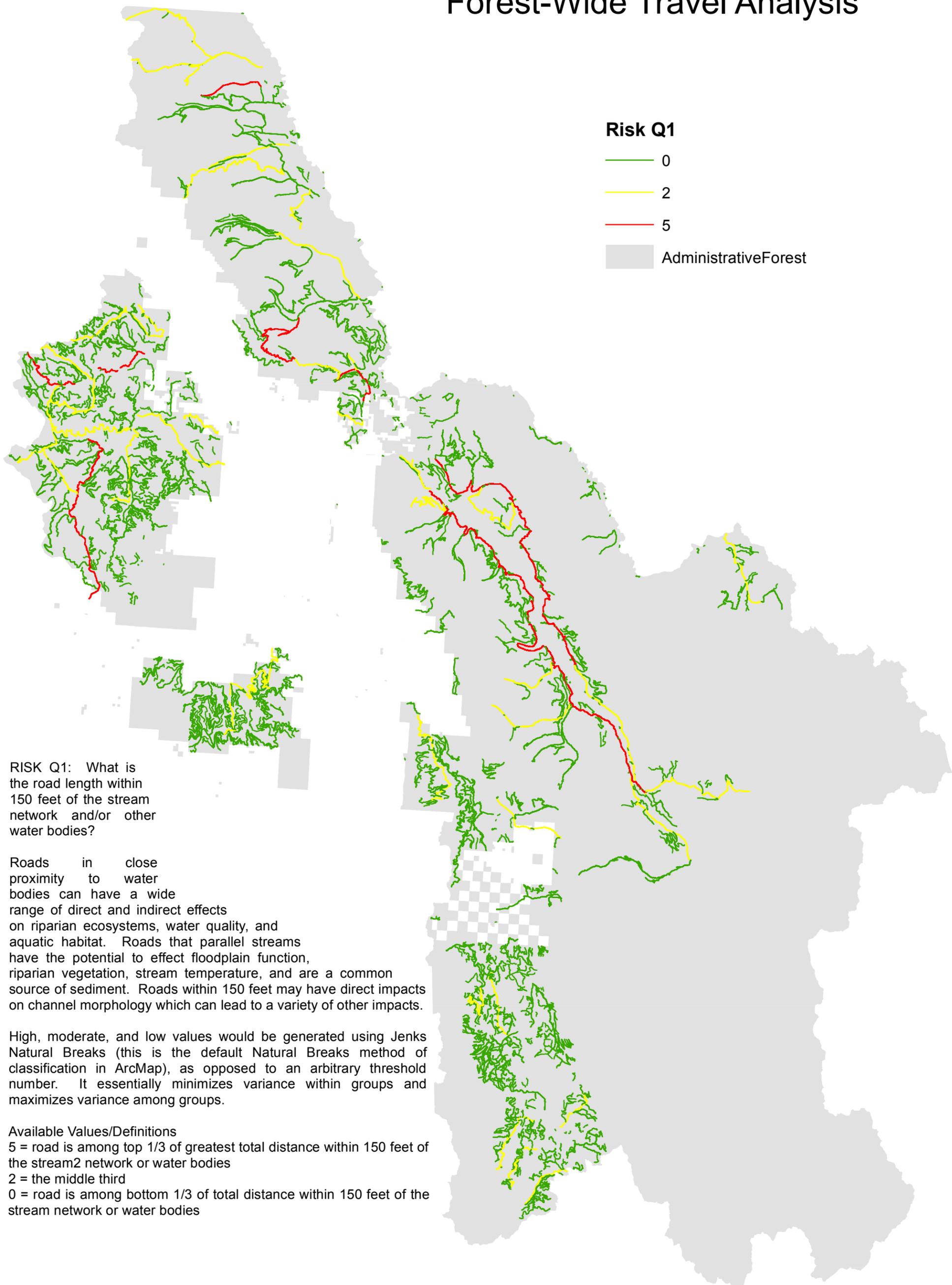
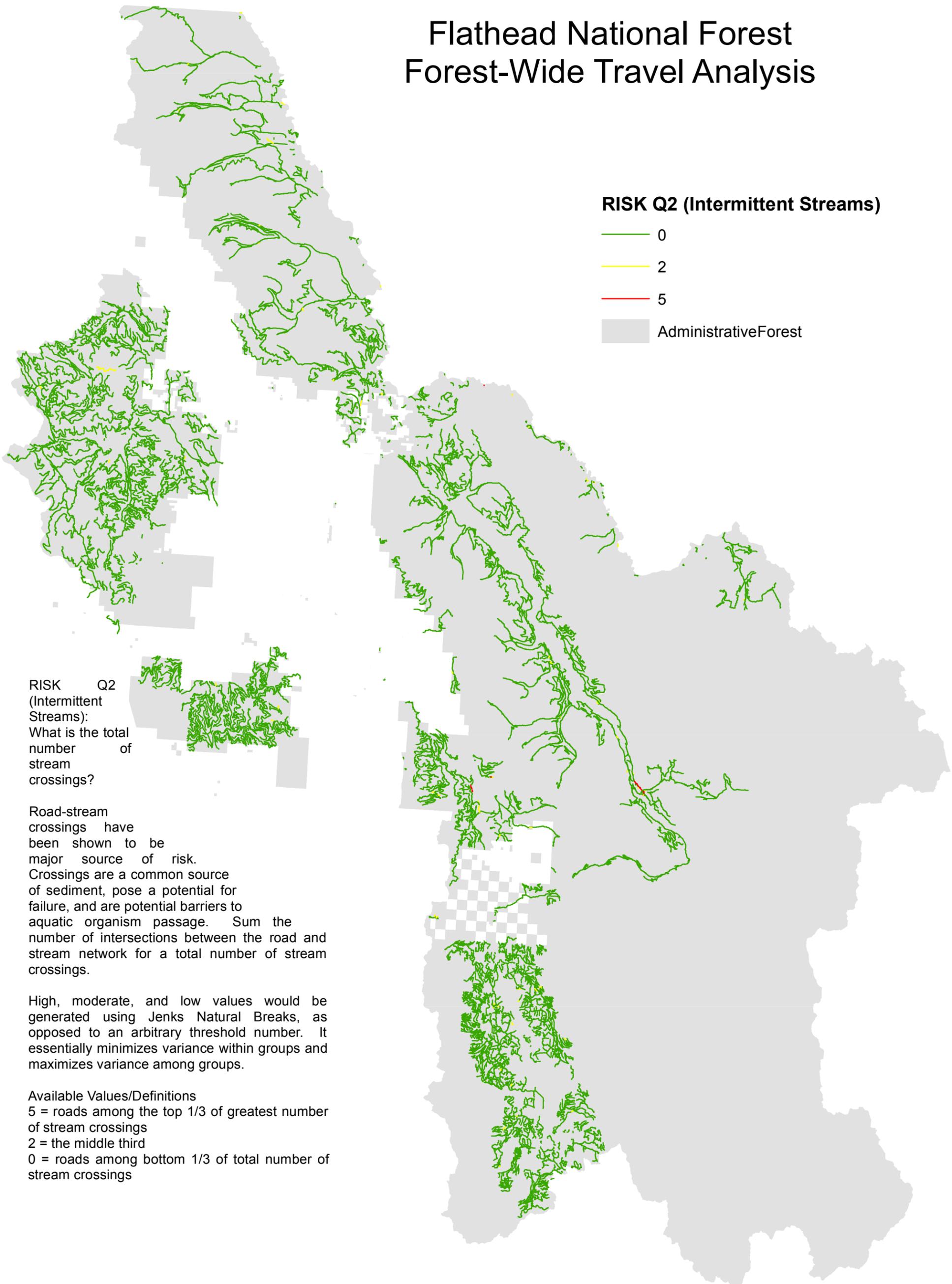


# Flathead National Forest Forest-Wide Travel Analysis



# Flathead National Forest Forest-Wide Travel Analysis



## RISK Q2 (Intermittent Streams)

- 0
- 2
- 5
- AdministrativeForest

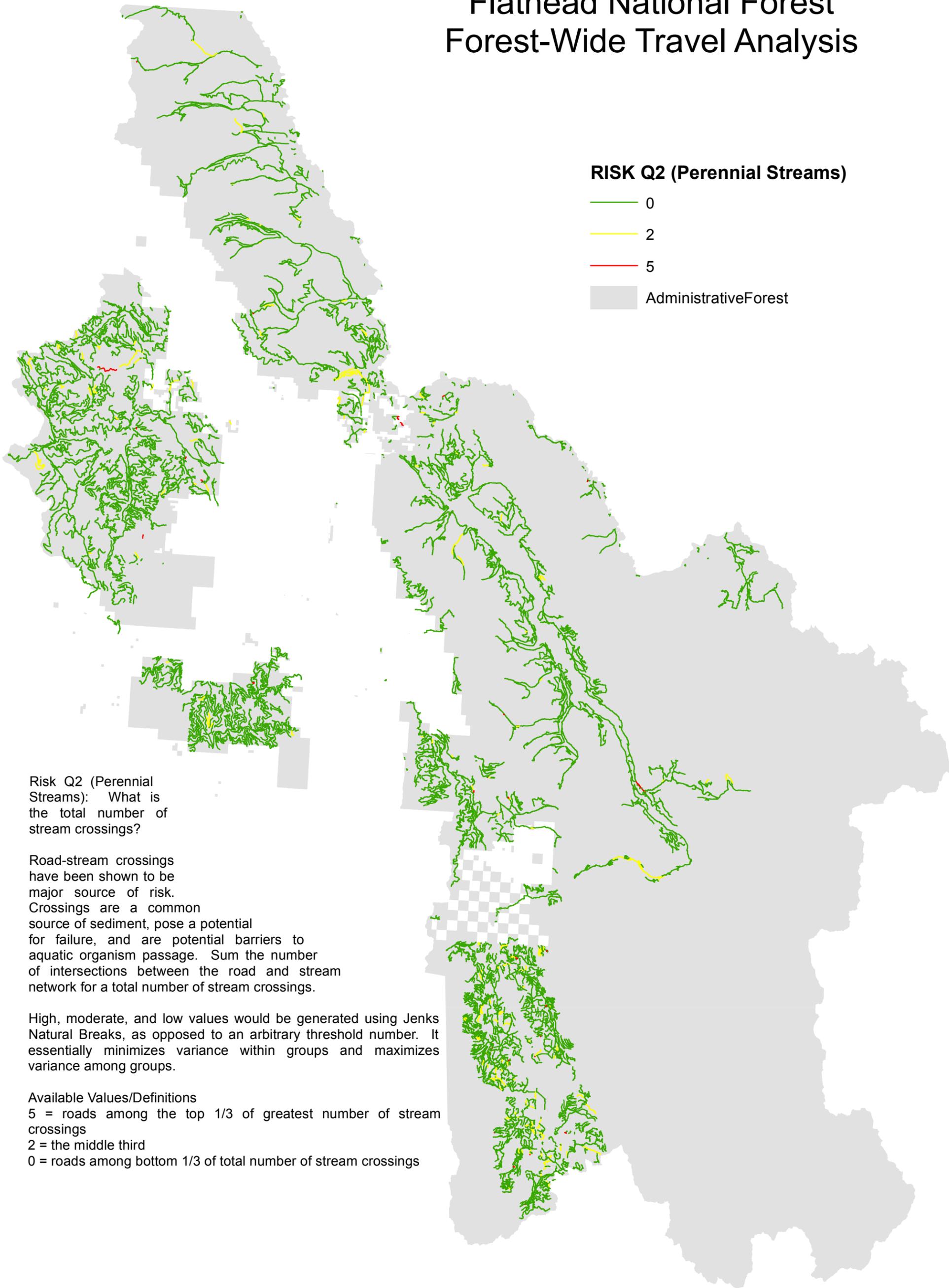
RISK Q2  
(Intermittent  
Streams):  
What is the total  
number of  
stream  
crossings?

Road-stream crossings have been shown to be major source of risk. Crossings are a common source of sediment, pose a potential for failure, and are potential barriers to aquatic organism passage. Sum the number of intersections between the road and stream network for a total number of stream crossings.

High, moderate, and low values would be generated using Jenks Natural Breaks, as opposed to an arbitrary threshold number. It essentially minimizes variance within groups and maximizes variance among groups.

Available Values/Definitions  
5 = roads among the top 1/3 of greatest number of stream crossings  
2 = the middle third  
0 = roads among bottom 1/3 of total number of stream crossings

# Flathead National Forest Forest-Wide Travel Analysis



Risk Q2 (Perennial Streams): What is the total number of stream crossings?

Road-stream crossings have been shown to be major source of risk. Crossings are a common source of sediment, pose a potential barrier to aquatic organism passage. Sum the number of intersections between the road and stream network for a total number of stream crossings.

High, moderate, and low values would be generated using Jenks Natural Breaks, as opposed to an arbitrary threshold number. It essentially minimizes variance within groups and maximizes variance among groups.

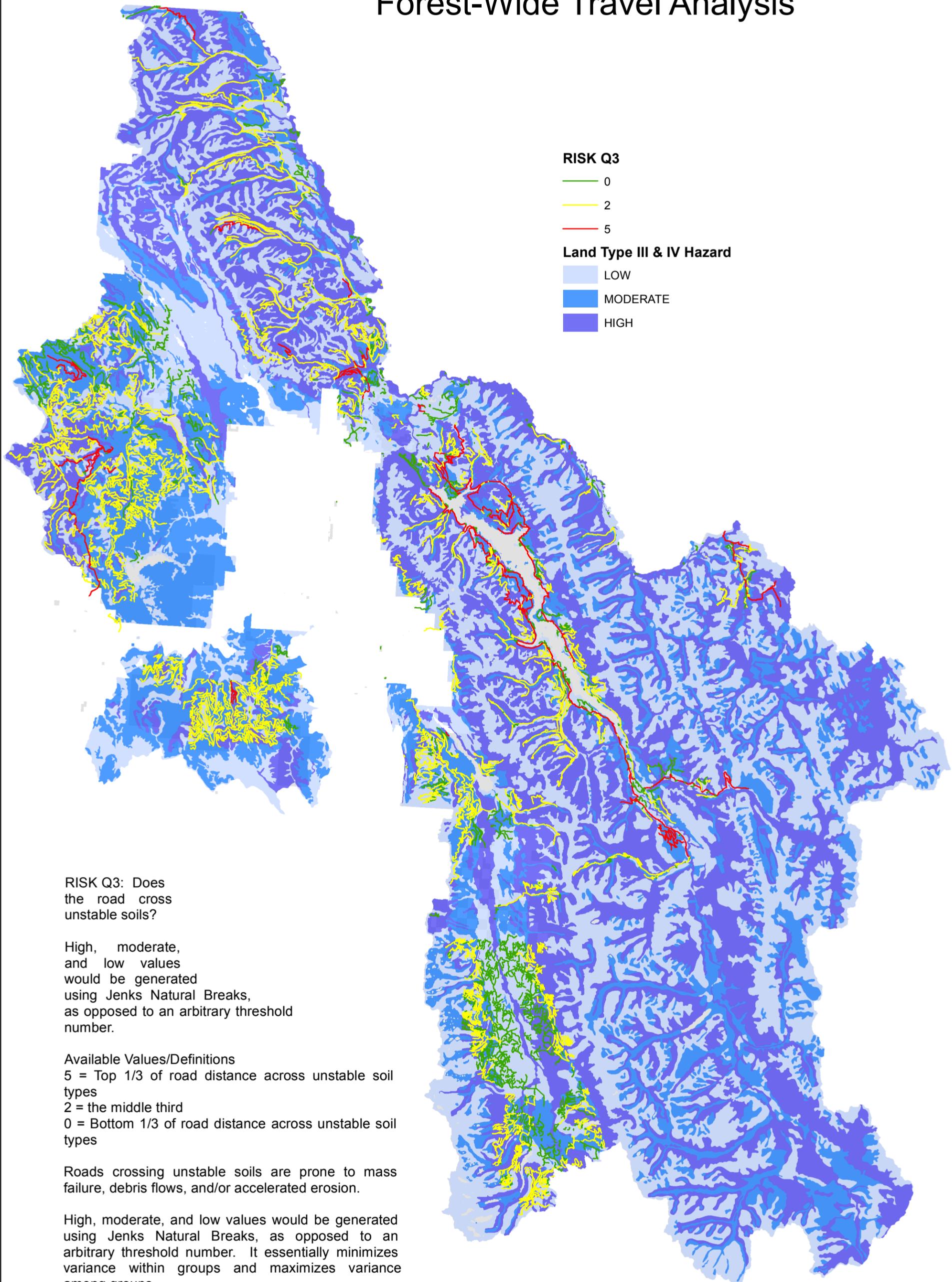
#### Available Values/Definitions

5 = roads among the top 1/3 of greatest number of stream crossings

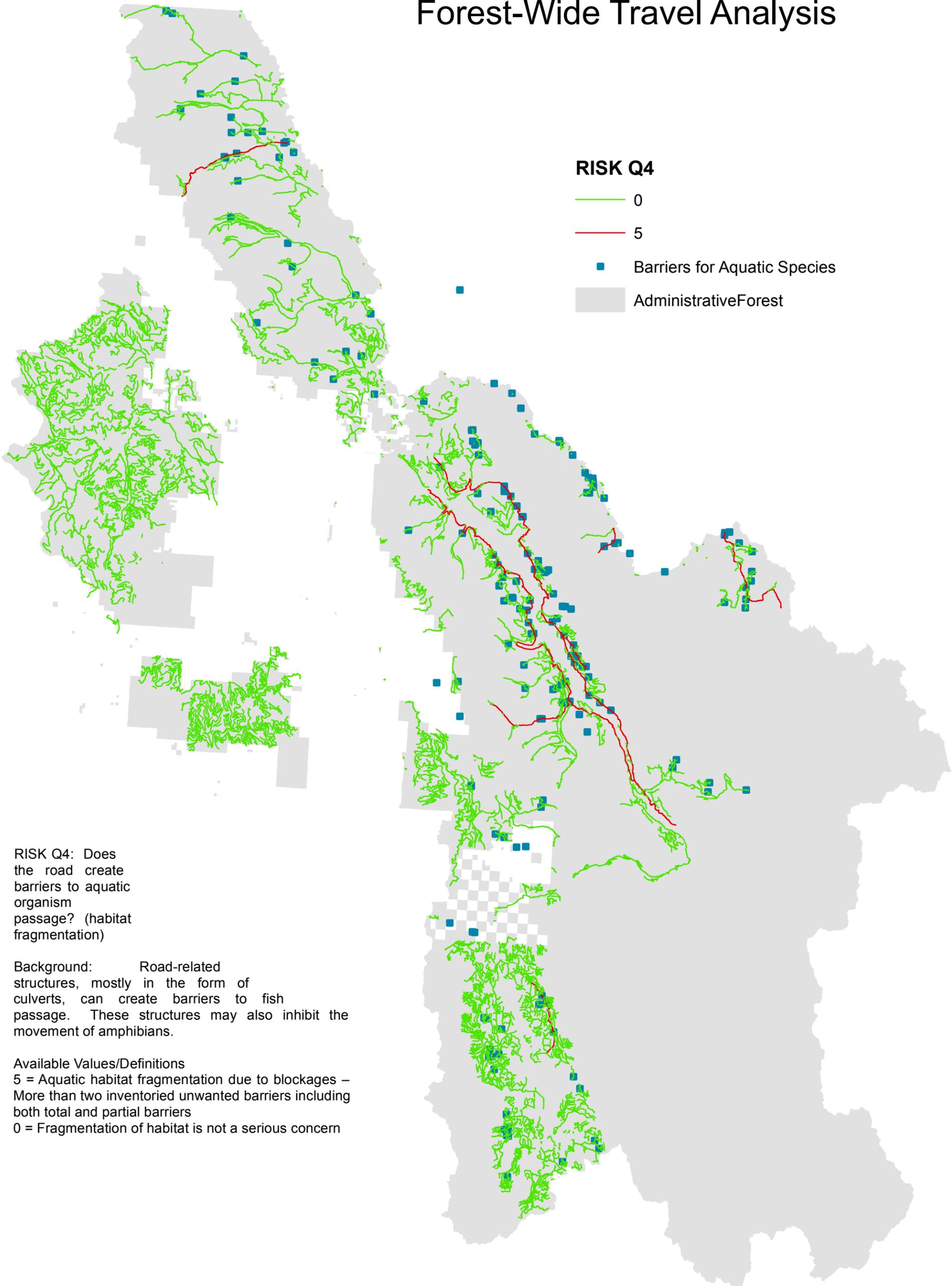
2 = the middle third

0 = roads among bottom 1/3 of total number of stream crossings

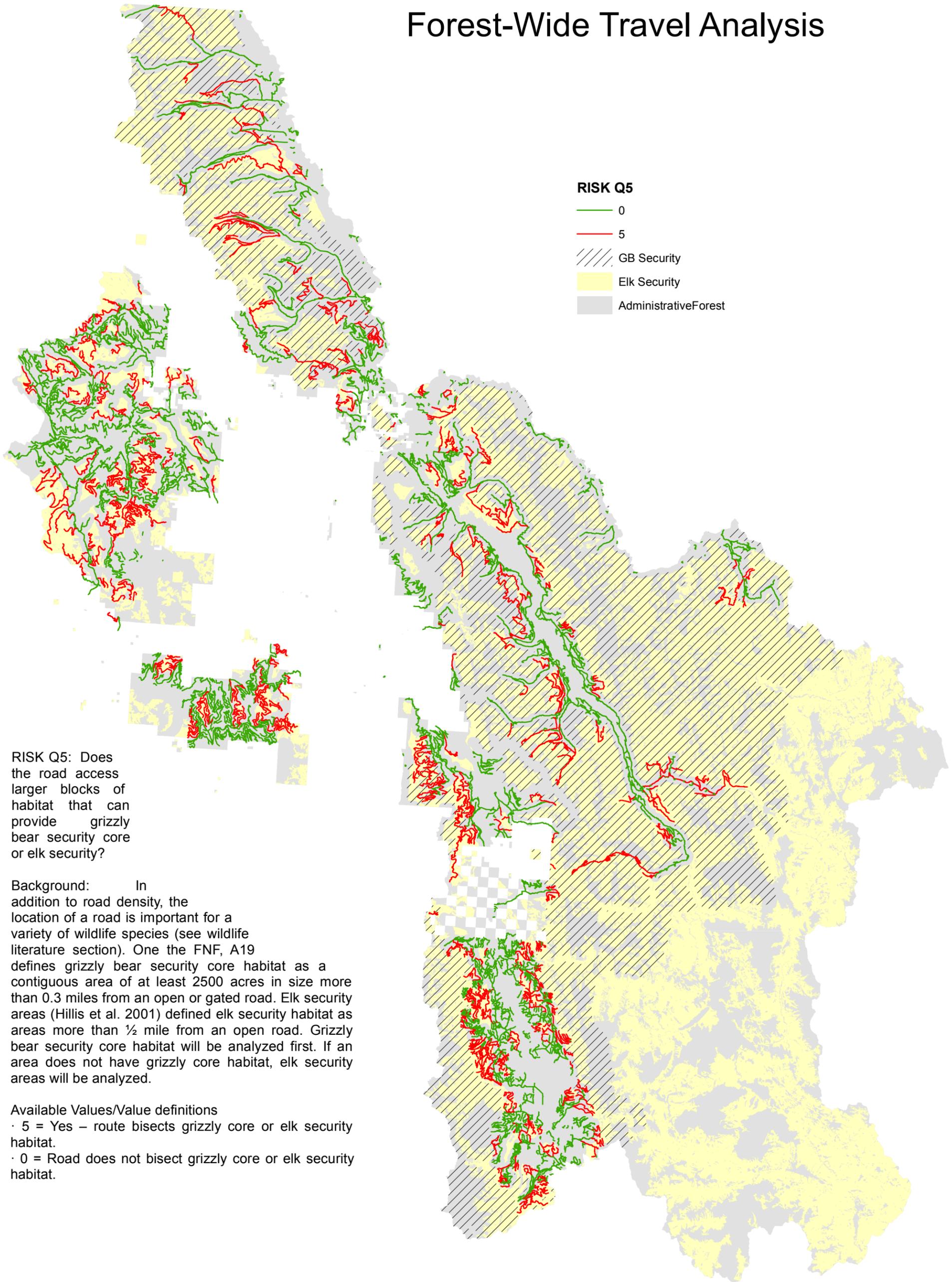
# Flathead National Forest Forest-Wide Travel Analysis



# Flathead National Forest Forest-Wide Travel Analysis



# Flathead National Forest Forest-Wide Travel Analysis



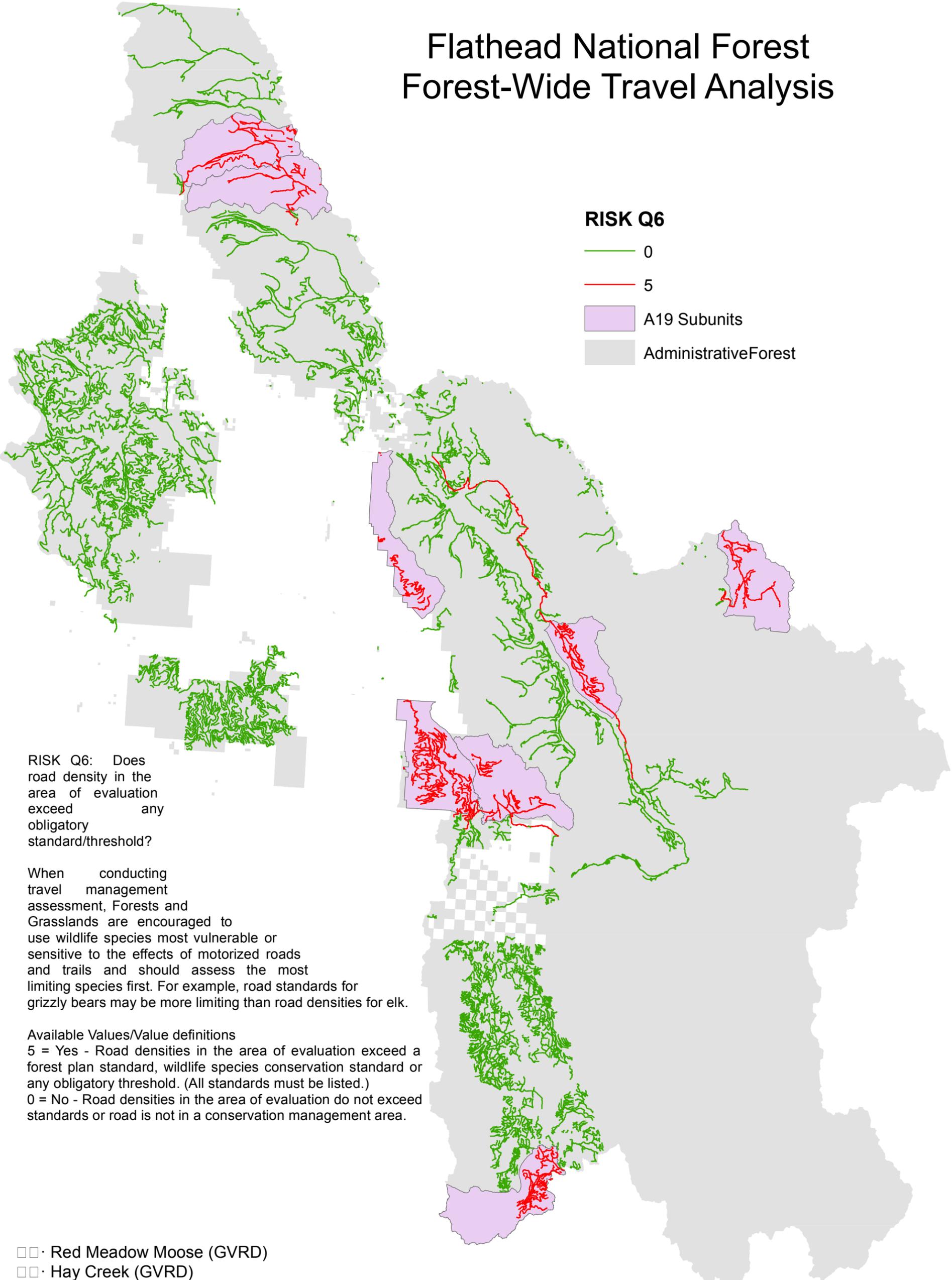
RISK Q5: Does the road access larger blocks of habitat that can provide grizzly bear security or elk security?

Background: In addition to road density, the location of a road is important for a variety of wildlife species (see wildlife literature section). One the FNF, A19 defines grizzly bear security core habitat as a contiguous area of at least 2500 acres in size more than 0.3 miles from an open or gated road. Elk security areas (Hillis et al. 2001) defined elk security habitat as areas more than ½ mile from an open road. Grizzly bear security core habitat will be analyzed first. If an area does not have grizzly core habitat, elk security areas will be analyzed.

Available Values/Value definitions

- 5 = Yes – route bisects grizzly core or elk security habitat.
- 0 = Road does not bisect grizzly core or elk security habitat.

# Flathead National Forest Forest-Wide Travel Analysis



**RISK Q6**

- 0
- 5
- A19 Subunits
- AdministrativeForest

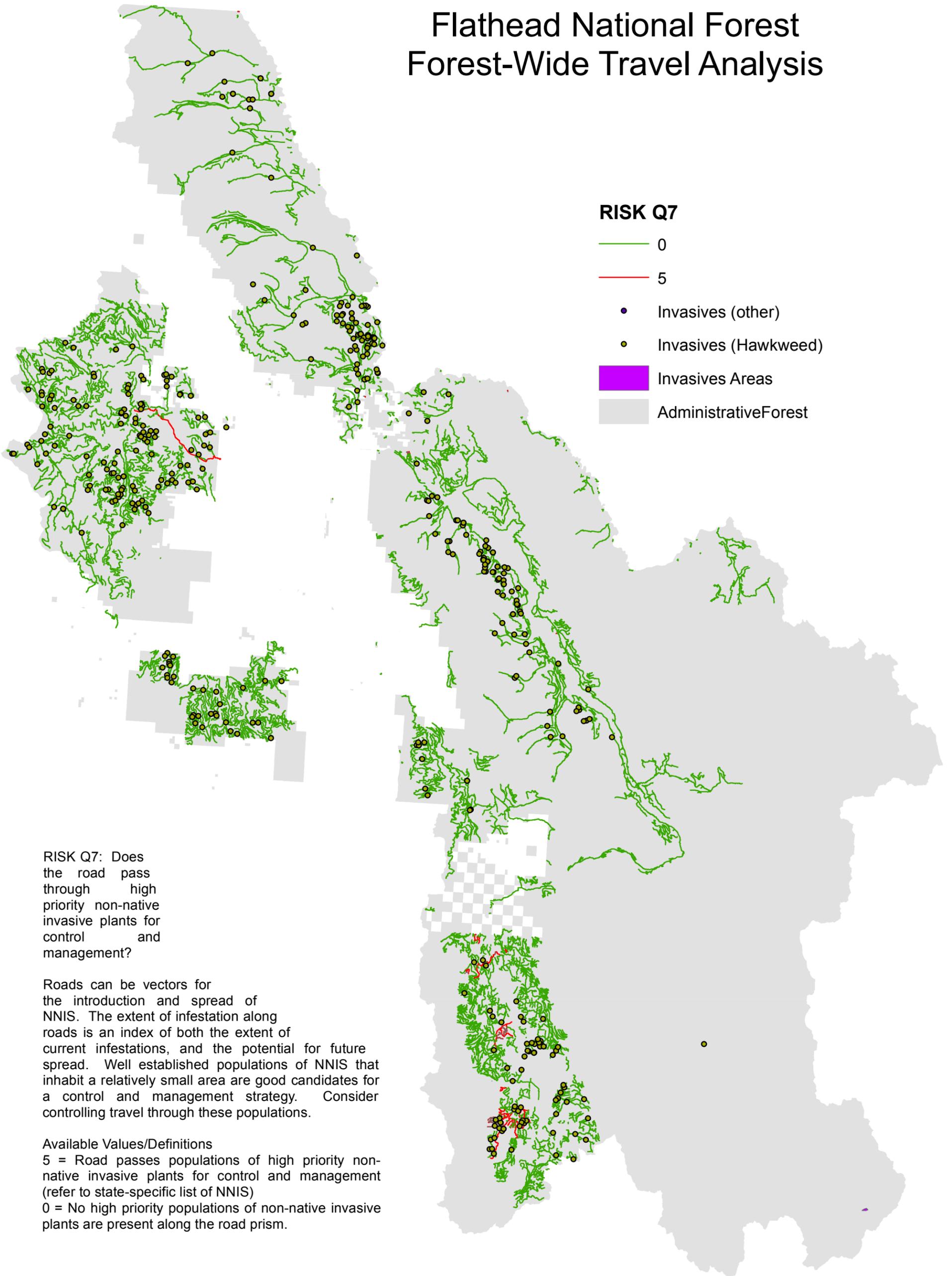
RISK Q6: Does road density in the area of evaluation exceed any obligatory standard/threshold?

When conducting travel management assessment, Forests and Grasslands are encouraged to use wildlife species most vulnerable or sensitive to the effects of motorized roads and trails and should assess the most limiting species first. For example, road standards for grizzly bears may be more limiting than road densities for elk.

Available Values/Value definitions  
 5 = Yes - Road densities in the area of evaluation exceed a forest plan standard, wildlife species conservation standard or any obligatory threshold. (All standards must be listed.)  
 0 = No - Road densities in the area of evaluation do not exceed standards or road is not in a conservation management area.

- Red Meadow Moose (GVRD)
- Hay Creek (GVRD)
- Skyland Challenge (HHRD)
- Logan Dry Park (HHRD and SBRD)
- Beaver Creek (SLRD)
- Swan Lake (SLRD)
- Crane Mountain (SLRD)
- Peters Ridge (HHRD and SLRD)

# Flathead National Forest Forest-Wide Travel Analysis



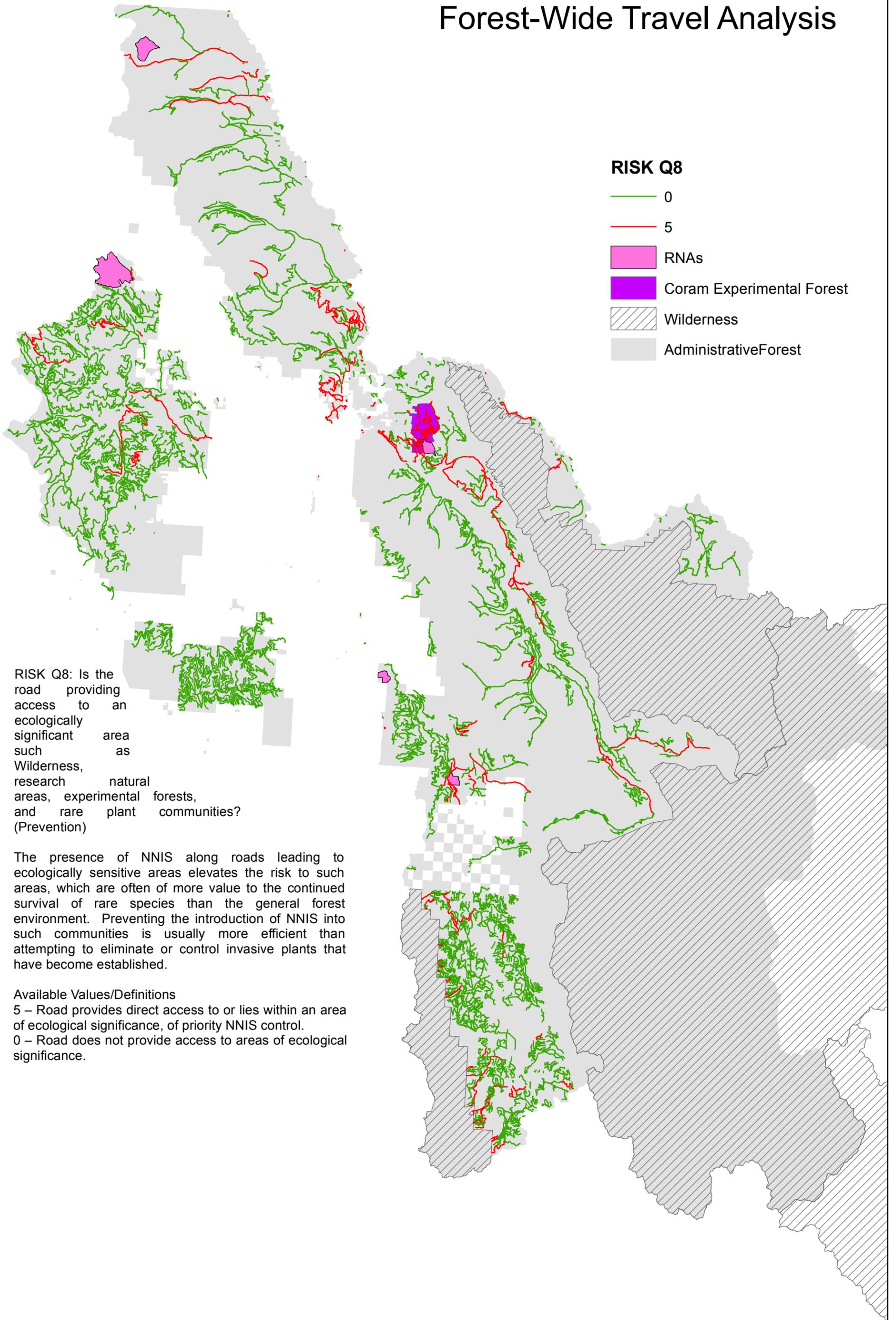
RISK Q7: Does the road pass through high priority non-native invasive plants for control and management?

Roads can be vectors for the introduction and spread of NNIS. The extent of infestation along roads is an index of both the extent of current infestations, and the potential for future spread. Well established populations of NNIS that inhabit a relatively small area are good candidates for a control and management strategy. Consider controlling travel through these populations.

#### Available Values/Definitions

5 = Road passes populations of high priority non-native invasive plants for control and management (refer to state-specific list of NNIS)  
0 = No high priority populations of non-native invasive plants are present along the road prism.

# Flathead National Forest Forest-Wide Travel Analysis



## RISK Q8

— 0

— 5

■ RNAs

■ Coram Experimental Forest

▨ Wilderness

■ Administrative Forest

RISK Q8: Is the road providing access to an ecologically significant area such as Wilderness, research natural areas, experimental forests, and rare plant communities? (Prevention)

The presence of NNIS along roads leading to ecologically sensitive areas elevates the risk to such areas, which are often of more value to the continued survival of rare species than the general forest environment. Preventing the introduction of NNIS into such communities is usually more efficient than attempting to eliminate or control invasive plants that have become established.

### Available Values/Definitions

5 – Road provides direct access to or lies within an area of ecological significance, of priority NNIS control.

0 – Road does not provide access to areas of ecological significance.