
CHAPTER II - ALTERNATIVES

This Chapter of the FEIS describes and compares the alternatives considered in detail for this project. It identifies function and includes a detailed description of each alternative considered as well as alternatives considered, but eliminated from detailed study.

A. CHANGES BETWEEN DRAFT AND FINAL

Minor edits were completed throughout this Chapter to provide clarification of information previously presented. Many of these edits were based on comments received during the Comment Period on the Draft EIS.

A notable change between the Draft and Final EIS is the addition of a fourth Action Alternative, identified as Alternative 5. For the Final EIS, this additional alternative is described in a comparable format to the alternatives considered in detail in the Draft EIS.

Based on public comments and further analysis, changes to the miles of roads and trails by category have been identified. This has resulted in corrections to baseline mapping. In addition, some changes to roads where mixed use is currently allowed have occurred (mixed use is no longer allowed). These changes are discussed in detail in Section D, Corrections to Baseline Mapping.

The difference between parking along open roads and motorized travel off of roads for dispersed camping has been clarified in Section F, Assumptions and Elements Common to the Action Alternatives.

B. INTRODUCTION

Identification of motorized vehicle use over an entire National Forest is a large and complex undertaking. The Rogue River-Siskiyou National Forest is approximately 1.8 million acres in size, with approximately 4,537 miles of road currently open to the public, and over 255 miles of trail that allow motorized use. Combine this with possible seasonal restrictions on use and other components of a designation process, and the result is an infinite number of permutations and combinations that could be developed as alternatives. Therefore, the Forest developed a strategy to limit the number of alternatives to study in detail while providing a clear basis of choice among options.

1. Strategy for Developing the Proposed Action and Alternatives

- Under NEPA, a reasonable alternative is one that fulfills the Purpose and Need for action and responds to one or more significant issues [FSH 1909.15 (14.2)]. Analysis of the initially Proposed Action and the current situation relative to the Significant Issues showed, in general, that impacts vary with the level of human use, particularly motorized use. A criterion for the alternatives was to provide a range that would also vary in terms of amount of motorized opportunities to be provided. The alternatives should also be responsive to public comments received on the Proposed Action.

- Each alternative should provide for public motorized recreation on the Forest while correcting or preventing unacceptable impacts to other resources. In short, the alternatives should strive to achieve or attain the stated Purpose and Need for this process.
- In response to the Travel Management Rule, the planning process under NEPA began when the Forest Service determined that there was a need to change how public motorized travel was being managed on the Rogue River-Siskiyou National Forest (see Chapter I). As associated with this Final EIS, an initial proposal was developed based on results from analysis of the Forest's transportation system. Forest and Ranger District staff identified changes they believed should be made based on information available regarding the potential effects of travel, as well as higher-level direction, public reports of problems, and knowledge of the Forest road and trail system. This led to the development of Alternative 3-Proposed Action, which the Forest Service used to initiate the NEPA process, facilitate meaningful public comment, and serve as a basis for identification of the issues.
- Motorized use planning is designed to assess human access and travel within the Rogue River-Siskiyou National Forest. Given this, the possible options would range from unregulated or unmanaged motorized use across the Forest to prohibiting all motorized use and travel. Although there were a few comments advocating such management, neither of these extremes was considered reasonable. They clearly would not meet the Purpose and Need for this process.
- Alternative 2, which represents the situation associated with motorized use as it was in 2008, was determined to be sufficient in representing the most motorized-use end of the range of alternatives. The Forest Service did not identify a reason to consider alternatives that would further relax control of motorized use in general. It should be noted that limiting the more motorized end of the range of alternatives to Alternative 2 did not mean that new motorized routes could not be considered within the range. The Proposed Action in particular, includes some motorized routes or areas that are not available today.
- Alternative 4, in general, is more restrictive on motorized use in exchange for putting more management emphasis on other resource values. Based on individual values, a case can be made for alternatives that would get more and more restrictive on human use (including non-motorized uses). For example, environmental analysis could demonstrate that there would be other resource benefits if all Forest roads were closed and reclaimed; if motorized, mountain bike and stock use were prohibited; and if trails were not cleared, making hiking more difficult. Most people would consider these options, as well as the option of prohibiting all human use, to be unreasonable. They would also not meet the stated Purpose and Need. The challenge was developing alternatives with increasing restrictions on motorized use while still remaining within a reasonable range. The Forest determined this end of the spectrum to be represented by Alternative 4.
- Alternative 5 was developed to reflect a combination of Alternatives 3 and 4. The development of this alternative was primarily based on public comments received during the formal DEIS comment period.

- The existing level of use of NFS roads and trails is part of the current condition.

2. Identification of the Preferred Alternative

NEPA requires that this Final EIS identify the agency's Preferred Alternative or alternatives, if one or more than one exists. As noted above, the Forest Service has developed and analyzed an additional action alternative, Alternative 5. The Forest Supervisor of the Rogue River-Siskiyou National Forest has identified this alternative as the Preferred Alternative which is described in Section G, this Chapter.

C. ALTERNATIVE DEVELOPMENT PROCESS

1. National Forest System Roads and Trails

National Forest System (NFS) roads and trails are Forest roads and trails other than those authorized by a legally documented right-of-way held by a state, county, or other public road authority. Only NFS roads and NFS trails can be designated for motor vehicle use. State, county, and other public roads (including Forest highways) are administered by the applicable public road authority.

Roads are motor vehicle routes 50 inches or greater in width, unless defined and managed as a trail. Roads are managed by Forest Service Engineering groups. **Trails** are less than 50 inches in width, or when greater than 50 inches in width, defined and managed as a trail. Trails are managed by Forest Service Recreation managers. An old railroad grade converted to a trail would be an example of a trail wider than 50 inches.

Temporary roads and trails are necessary for emergency use or authorized by contract or permit. Temporary roads and trails and unauthorized roads and trails are not included on the Forest transportation atlas and are not part of this analysis.

Some NFS roads and NFS trails are not designated for motor vehicle use. These include non-motorized trails and single-purpose roads or trails (examples: Wilderness trails, intermittent service Maintenance Level 1 roads providing access for future land management activities, or roads constructed for access to power lines, ski areas, or other special use permits). The Motor Vehicle Use Map would identify only the NFS roads, NFS trails, and areas on NFS lands designated for motorized public vehicle use.

NFS roads are designed for use by full-sized highway-legal vehicles, but many NFS roads also provide recreational access for OHVs and other non-highway-legal vehicles. NFS trails may be connected to each other by segments of road.

Existing Designations

Many National Forests are able to begin the designation process with the presumption that NFS roads and trails are in effect already designated for the motor vehicle uses for which they are currently managed. All National Forests, for example, include NFS roads managed as open to highway-legal vehicles. Generally, these NFS roads are identified as Maintenance Level 2, 3, 4, or 5.

Table II-1. Road Maintenance Level Definitions

Level 1	Basic custodial maintenance is performed to keep damage to adjacent resources to an acceptable level and to perpetuate the road to facilitate future management activities. While being maintained at level 1, roads are closed to vehicular traffic.
Level 2	Assigned to roads open for use by high clearance vehicles. Traffic is normally minor, usually consisting of one or a combination of administrative, permitted, dispersed recreation, or other specialized uses.
Level 3	Roads in this maintenance level are typically low speed, single lane with turnouts and spot surfacing. Some roads may be fully surfaced with either native or processed material.
Level 4	Most roads are double lane and aggregate surfaced. However, some roads may be single lane. Some roads may be paved and/or dust abated.
Level 5	These roads are normally double lane, paved facilities. Some may be aggregate surfaced and dust abated.

Maintenance Level 2, 3, 4, or 5 roads are already designated for use by highway-legal vehicles. Nothing in the Travel Management Rule requires reconsideration of such past management decisions.

Travel management decisions are generally focused on user-created routes, cross-country motor vehicle use, and use of off-highway vehicles (OHVs) other than over-snow vehicles. An OHV is any motor vehicle designed for, or capable of, cross-country travel on or immediately over land, water, sand, snow, ice, marsh, swampland, or other natural terrain. Synonymous and less used terms for this type of vehicle are “off-road vehicle (ORV)” or “all-terrain vehicle (ATV)”.

An over-snow vehicle is a motor vehicle that is designed for use over snow and that runs on a track or tracks and/or a ski or skis, while in use over snow. The Travel Management Rule exempts over snow vehicles from the designation process. Over-snow vehicle use may still be subject to restrictions and prohibitions under 36 CFR part 212, subpart C.

The purpose of the Travel Management Rule is to designate a system of roads, trails, and areas for motor vehicle use (other than over-snow vehicle use) and end unmanaged cross-country motor vehicle use. The rule is not intended to require re-evaluation of the entire Forest transportation system.

Jurisdiction

One part of compiling existing travel management direction is to identify jurisdiction for roads and trails on or serving NFS lands. Only NFS roads and trails can be designated for motor vehicle use. NFS lands also include state, county, and municipal roads authorized by legally documented rights-of-way. While the Forest Service may have some authority to take law enforcement actions or to regulate certain uses of such roads to protect NFS lands, they are not NFS roads and are not subject to designation under 36 CFR 212.51. Determining jurisdiction was important to identifying transportation systems in which Federal, State, and local designations and policies are reasonably consistent.

Sometimes jurisdiction over a given road or trail is uncertain or disputed (e.g., disputed RS 2477 claims¹). Generally, roads and trails on NFS lands are considered in the designation process unless authorized by a legally documented right-of-way. Coordination with Federal, State, county, and local public road authorities and law enforcement agencies was necessary for this analysis in evaluating roads or trails when jurisdiction is uncertain. Legal research and title searches are sometimes necessary to establish jurisdiction.

The Oregon Revised Statutes (ORS) and California State Vehicle Code (CVC) are the major sources of State law pertaining to traffic engineering and are referred to in both the FSM and FSH. Relevant sections of the ORS and CVC are covered below. The vast majority of the Forest is located in Oregon and the Forest Service Pacific Northwest guidance is written in consideration of the ORS. The following information summarizes current Oregon and California State Laws and applies to all alternatives.

Oregon State Laws Regarding OHV Use

OHV riders must display an OHV permit “decal” when operating on public land (and the land must be specifically designated for OHV use). The permit decal must be permanently affixed to the vehicle and be clearly visible. There are three classes of OHV permits:

Class I Permit

Definition:

- For vehicles 50" wide or less, **and ...**
- Dry weight of 800 pounds or less
- Have saddle or seat.
- Travels on three or four tires.
- Meet the safety equipment standards for off-road vehicles. (see Oregon Administrative Rules 735-116-0000)

Operating requirements:

- Have a valid driver’s license, **or ...**
- Youth under age 16 must be supervised by an adult over age 18 who is able to provide immediate assistance and direction to the children, **and**
- Youth and any passengers under age 18 must wear a helmet with the chin strap fastened.
- Operators with a suspended or revoked driver’s license may not operate any Class I, II, or III OHV.
- Permit fee. \$10.00

Class II Permit

Defined:

- For vehicles more than 50” wide, **or ...**
- Dry weight of more than 800 pounds.
- Meet the safety equipment standards for off-road vehicles. (see Oregon Administrative Rules 735-116-0000)

¹ RS 2477 stands for Revised Statute 2477 from the Mining Act of 1866, which states: *"The right-of-way for the construction of highways over public lands, not reserved for public uses, is hereby granted."* The act granted a public right-of-way across unreserved federal land to guarantee access as land transferred to state or private ownership. Rights-of-way were created and granted under RS 2477 until its repeal in 1976.

Operating requirements:

- A valid driver's license.
- Check with law enforcement officials in the area you wish to ride for any special requirements.
- Uninsured Class II off-road vehicles should contact Department of Motor Vehicles for more information.
- Permit fee. \$10.00

Class III Permit**Defined:**

- For vehicles riding on two tires, **and**
- Dry weight of less than 600 pounds.
- Meet the safety equipment standards for off-road vehicles. (see Oregon Administrative Rules 735-116-0000)

Operating requirements:

- Must be at least 7 years of age
- Youth under age 16 must be supervised by an adult over age 18 who is able to provide immediate assistance and direction to the children, **and**
- Youth and any passengers under age 18 must wear a helmet with the chin strap fastened.

The following state rule changes under the **Rider Fit Program** took effect on January 01, 2009:

- A Class I OHV operator under the age of 16, must meet all the following minimum physical size requirements in relationship to the vehicle;
- Brake Reach: With hands placed in the normal operating position and fingers straight out, the first joint (from the tip) of the middle finger will extend beyond the brake lever and clutch, and;
- Leg Length: While sitting and with their feet on the pegs, the knee must be bent at least 45 degrees, and;
- Grip Reach: While sitting upright on the OHV with hands on the handlebars and not leaning forward, there must be a distinct angle between the upper arm and the forearm, and;
- The rider must be able to turn the handle bars from lock to lock² while maintaining a grip on the handle bars and maintaining throttle and brake control.
- Disabled riders are allowed to use prosthetic devices or modified or adaptive equipment to achieve rider fit.
- All OHV operators under the age of 16 and their adult supervisors are required to complete a state sponsored Safety Education Course. (This program will be phased in for all ages by 2014.) In addition, all youth under the age of 16 will be required to have hands on training starting 2012.

Individuals are required to display a permit decal when operating an OHV on public land. A helmet is required only if **all** the following conditions are true: (1) under 18 years old, (2) operating a Class I or Class III OHV, and (3) riding on public land.

All off-road vehicles must be equipped with a properly installed Forest Service approved spark arrester which has not been modified from its original manufacturer's specifications. The spark arrester must meet either the US Department of Agriculture—Forest Service Standard 5100-1a, or the 80 percent efficiency level standard when determined by the appropriate Society of Automotive Engineers (SAE) Recommended Practices J335 or J350.

² "Lock to lock" is the terminology used by the State to describe the point where the handlebars of a quad stop turning.

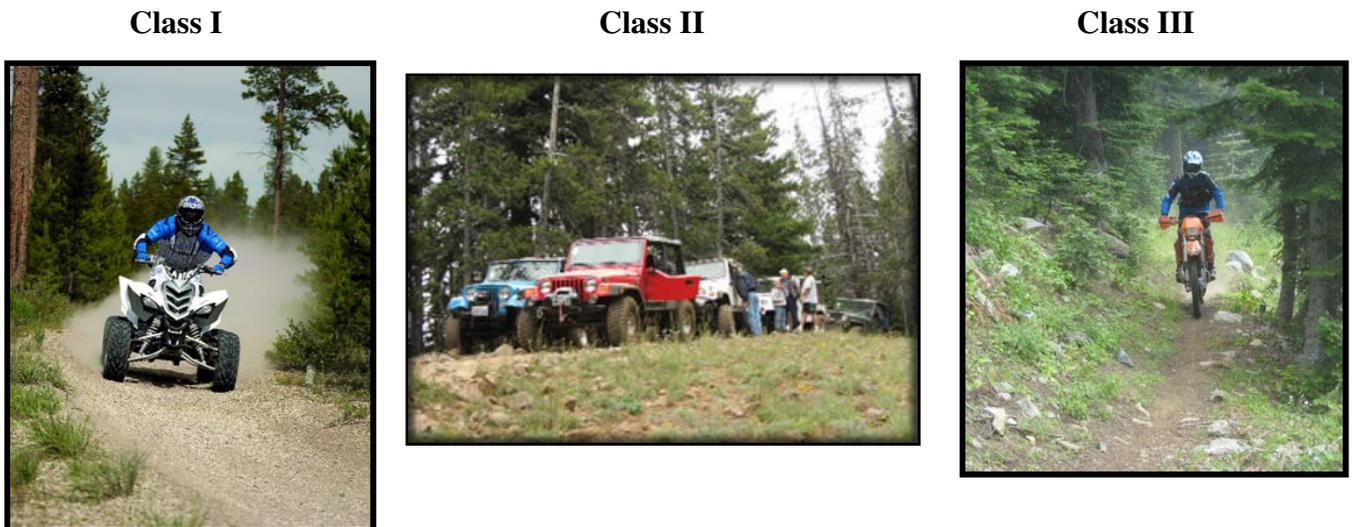
These standards include, among others, the requirements that: (1) The spark arrester shall have an efficiency to retain or destroy at least 80 percent of carbon particles for all flow rates, and (2) the spark arrester has been warranted by its manufacturer as meeting this efficiency requirement for at least 1,000 hours subject to normal use, with maintenance and mounting in accordance with the manufacturer's recommendation. A spark arrester is not required when an off-road vehicle is being operated in an area that has 3 or more inches of snow on the ground.

All vehicles must be equipped with a muffler that conforms to the current noise level and defect standards of the Department of Environmental Quality for vehicles operated off-road. Allowable ambient noise levels vary by year of manufacture, type of OHV, and proximity to “Noise Sensitive Property.”³ Required safety equipment and noise level standards for OHVs is listed in Oregon Administrative Rules (OARs) at 735-116-0000 and 340-035-0005-0030.

Table II-2. Motorized Trail Classification and Specifications

Class I	Trail specifications for Class I trail types are designed to accommodate 3 to 4 wheel machines that are 50 inches wide or less (typically referred to as “quads”). Tread width varies from about 48 to 60 inches, with clearing widths up to 72 inches wide.
Class II	Trail specifications for Class II trail types are designed to accommodate vehicles that are greater than 50 inches wide – generally these are 4-wheel drive sport utility vehicles, side-by-side utility vehicles, and pickup trucks requiring a wider tread and clearing width than class 1 vehicles.
Class III	Trail specifications for Class III trails are designed to accommodate vehicles on two wheels (motorcycles). The tread width varies from 12 to 30 inches with a clearing width of up to 60 inches wide.

Figure II-1. Examples of OHV Classes



³ “Noise Sensitive Property” means real property normally used for sleeping, or normally used as schools, churches, hospitals or public libraries. Property used in industrial or agricultural activities is not Noise Sensitive Property unless it meets the above criteria in more than an incidental manner. OAR Division 35 340-035-0015 (38).

California State Laws Regarding OHV Use

The following excerpts are taken directly from the CVC.

Division 16.5 Off-Highway Vehicles

Vehicle License

CVC 38012. (a) As used in this division, “off-highway motor vehicle subject to identification” means a motor vehicle subject to the provisions of subdivision (a) of Section 38010.

(b) As used in this division, “off-highway motor vehicle” includes, but is not limited to, the following:

- (1) Any motorcycle or motor-driver cycle, except for any motorcycle which is eligible for a special transportation identification device issued pursuant to Section 38088. (Motorcycle used in racing events).
- (2) Any snowmobile or other vehicle designed to travel over snow or ice, as defined in Section 557.
- (3) Any motor vehicle commonly referred to as a sand buggy, dune buggy, or all-terrain vehicle.
- (4) Any motor vehicle commonly referred to as a jeep (that is not highway legal).

Identification refers to registration with DMV and evidenced by a green or red sticker–date sensitive.

Vehicle Equipment

CVC 38335 & 38345 – Headlights and taillights when operating from one-half hour after sunset to one-half hour before sunrise.

CVC 38355 – Serviceable brakes.

CVC 38366 – Spark Arrester

CVC 38370 – Noise Limits

Division 16.5 Chapter 7 OHV Safety, education and certificates

CVC 38007. The Off-Highway Motor Vehicle Recreation Division of the Department of Parks and Recreation shall adopt courses of instruction in off-highway motor vehicle safety, operation, and principles of environmental preservation by January 1, 2005. For this purpose the division shall consult with the Department of the California Highway Patrol and other public and private agencies or organizations. The division shall make this course of instruction available directly, through contractual agreement, or through volunteers authorized by the division to conduct a course of instruction.

CVC 38501. (a) An all-terrain vehicle safety training organization, commencing on January 1, 1989, shall issue an all-terrain vehicle safety certificate furnished by the department to any individual who successfully completes a course of instruction in all terrain vehicle operation and safety as approved and certified by the Off-highway Vehicle Safety Education Committee.

CVC 38502. The department, on and after July 1, 1988, may monitor any all-terrain vehicle safety training organization or any all-terrain vehicle safety instructor without advance notice. The monitoring may include, but is not limited to, the instruction provided, business practices, and records required by Section 11108.

CVC 38503. No person under the age of 18 years, on and after January 1, 1990, shall operate an all-terrain vehicle on public lands of this state unless the person satisfies one of the following conditions:

- (a) The person is taking a prescribed safety training course under the direct supervision of a certified all-terrain vehicle safety instructor.
- (b) The person is under the direct supervision of an adult who has in their possession an appropriate safety certificate issued by this state, or issued under the authority of another state.
- (c) The person has in possession an appropriate safety certificate issued by this state or issued under the authority of another state.

CVC 38504. No person under 14 years of age, on and after January 1, 1990, shall operate an all-terrain vehicle on public lands of this state unless the person satisfies one of the conditions set forth in Section 38503 and, in addition, is accompanied by and under the direct supervision of a parent or guardian or is accompanied by and under the direct supervision of an adult who is authorized by the parent or guardian.

CVC 38504.1 (a). Neither a parent or guardian of a child who is under 14 years of age, nor an adult who is authorized by the parent or guardian to supervise that child shall grant permission to, or knowingly allow, that child to operate an all-terrain vehicle in a manner that violates Section 38504.

CVC 38504.2. If a person under 14 years of age was not properly supervised or accompanied in accordance with Section 38504, and the parent or guardian of that child or the adult who was authorized by the parent or guardian to supervise or accompany that child is in violation of Section 38504.1, upon conviction pursuant to Section 38504, the court may order that child to attend and complete the all-terrain vehicle safety training course accompanied by the person who violated Section 38504.1. If so ordered, the child under 14 years of age shall provide the court a copy of the all-terrain vehicles safety certificate issued as a result of that completion.

CVC 38505. No person, on and after January 1, 1989, shall operate, ride, or be otherwise propelled on an all-terrain vehicle on public lands unless the person wears a safety helmet meeting requirements established for motorcycles and motorized bicycles, pursuant to Section 27802.

CVC 38305. 38314, 38316a, 38317. Operators may not drive a motor vehicle in a manner that endangers the safety of other persons or their property.

CVC 38319. No person shall operate, nor shall an owner permit the operation of, an offhighway motor vehicle in a manner likely to cause malicious or unnecessary damage to the land, wildlife, and wildlife habitat or vegetation resources.

Motorized Mixed Use

Motorized mixed use is defined as use of a NFS road for use by both highway-legal and non-highway-legal vehicles at the same time. The RRSNF proposes to continue managing some NFS roads for motorized mixed use. Determinations to manage for motorized mixed use involve safety, legal, and engineering considerations. Motorized mixed use (open to all vehicles) would be allowed on those roads where a qualified road engineer has assessed the current road condition and determined that mixed use of the road would have low safety risks.

Under Oregon State Law, paved roads and two-lane gravel roads are generally closed to non-street legal ATVs unless posted open. Gravel roads, one and one-half lanes or less, are generally open to ATVs. On Federal lands, all roads are closed unless posted open (as shown on the specific MVUM).

Portions of roads on the Siskiyou Mountains and Wild Rivers Ranger Districts are located in California. According to the California Highway Patrol (Farrow 2007), mixed use is allowed on unpaved maintenance Level 3 roads "that have been operating as mixed use roadways for years" under Section 38001 of the California Vehicle Code. The code also allows for mixed use on certain paved roads up to three miles in length if one of the following conditions is met:

- The road is part of an off-highway motor vehicle trail segment; or
- An off-highway motor vehicle recreational use area and necessary service facilities; or
- Lodging facilities and an off-highway motor vehicle recreational facility.

The RRSNF would allow mixed use on some non-paved roads in California. Mixed use on paved roads would not be allowed in California.

2. Alternative Development on the RRSNF

The Rogue River-Siskiyou National Forest undertook an extensive effort to validate the location of all NFS roads and trails along with unauthorized routes that showed current or past motor vehicle use, and could be interpreted as travel ways for motor vehicles. Data collection for this effort began in 2006. The Forest held public open house meetings and met with individuals to gather information for the current travel inventory. The baseline inventory information provided by groups and individuals was used to update the Forest roads and trails database.

The No Action Alternative is developed based on this inventory, although, as stated previously, roads or trails that have been closed to motor vehicle use or for which there is a pre-existing decision to close or restrict use were excluded from this alternative. Also, routes that have re-vegetated from non-use were excluded as well.

For the RRSNF, proposals are composed of basically two actions: prohibition of cross-country wheeled motorized vehicle travel by the public, and changes to the system of motorized NFS roads, trails and areas open to the public (i.e., changing allowed/prohibited vehicle classes on the existing system, changing season of use for vehicles on the existing system, and adding new roads, trails or areas to the system).

Before the Action Alternatives were developed, all existing routes identified during the analysis of the transportation system were checked for compliance with the Forest Plan Standards and Guidelines. Each Standard and Guideline related to motorized use was identified, and criteria for interpreting each Standard and Guideline were developed.

Alternatives were then developed in response to the Significant Issues identified from scoping of the Proposed Action, initiated on August 26, 2008. In addition, specific route segments considered important (based on current and historical use) to the development of an Action Alternative not found to be compliant with Forest Plan Standards and Guidelines were identified and recommended for Forest Plan Amendments. These are identified in the description of the alternatives in the next section.

Development of the Action Alternatives also included the review and evaluation of the current assignment of maintenance levels of NFS roads. Changes were proposed if it was appropriate for the development of an alternative, based on its function.

D. CORRECTIONS TO BASELINE MAPPING

During the comment period on the Draft EIS, a number of corrections were identified to the base map that reflects the current condition and Alternatives 1 and 2 (see Appendix A, Response to Comments, DEIS Corrections/Clarifications: Maps). Some of these corrections were simply changes to the road surface type (paved versus un-paved), some involved a change in the road Maintenance Level, some roads were corrected to show whether they are currently open or closed, and some were closed as a result of recent legislation. Maps that show the current condition have been updated to reflect all of the changes identified during the comment period. The changes in miles of roads and trail reflected in each of the alternatives are displayed in the summary tables and alternatives descriptions.

The following is a discussion of the primary changes to the baseline mapping (minor edits or changes to the maps are not discussed here):

Note that the August 21, 2008 Proposed Action Scoping map identified several proposals that have been dropped for various reasons. These are described below:

On the Gold Beach Ranger District, a road to be converted to a motorized trail and a current motorized trail in the vicinity of Skookumhouse Butte in the Bradford Creek drainage (T. 36S, R13W, Sections 1, 11,12, 13, and 14). This road and trail are currently closed due to Port-Orford-cedar root disease (*Phytophthora lateralis*) and wildlife disturbance issues. This proposal was dropped from the Proposed Action in this FEIS because seasonal closures associated with each of these issues would result in the road and trail being open for only about one week each year.

On the High Cascades Ranger District, approximately 3.1 miles of roads proposed for mixed use in the Huckleberry Gap area (T. 30S, R. 2E, Sections 33 and 34; T. 31S, R 2E, Sections 2 and 3). This proposal was dropped from the Proposed Action in this FEIS due to (1) heritage resource issues and (2) the lack of a mixed use connection with the Umpqua National Forest.

On the Wild Rivers Ranger District, the scoping map shows the Silver Creek Trail (#1134) as proposed to prohibit motorized use (T. 36S, R. 9W, Sections 5, 6, 7, 8, 17 and 18; T. 36S, R 10W, Sections 1 and 12). This was an error as the trail is already closed to motorized use. Therefore this proposal was dropped from the Proposed Action in this FEIS.

As discussed in the Draft EIS, the use of Forest roads by both highway legal and non-highway legal vehicles is informed by a “mixed use” analysis that is completed by a qualified engineer. During the publication of the DEIS, the analysis was on-going. For the DEIS, it was assumed that mixed use would be allowed on all Maintenance Level 2 and 3 roads and some Maintenance Level 4 roads, consistent with State law for both Oregon and California. Results of the mixed use analysis identified roads or portions of roads (that would otherwise allow mixed use) where it would not be safe to allow mixed use. This change has been incorporated into the map displaying current condition and is the same for all alternatives. This elimination of mixed use on these roads would occur regardless of this NEPA effort in order to mitigate unsafe conditions.

In the Draft EIS, the Proposed Action included the following proposal: “Prohibit motorized use on approximately 13.8 miles of roads (portions of Roads 3353320, 3353323, 3353330, 3353350, 3353370, 5201350, and 5201380) and approximately 3.8 miles of the Barklow Mountain Trail (#1258) in the proposed Copper Salmon Wilderness.” On March 30, 2009, President Barack Obama signed the Omnibus Public Land Management Act (HR 146) into law (Public Law 111-11), marking the final step for designating the Copper Salmon Wilderness. These roads are closed and removed from the Forest system of NFS roads and subsequently are not shown in any alternative.

On the Gold Beach Ranger District, Road 3318310 (in the Lawson Creek drainage) was shown in the DEIS to be a Maintenance Level 1 road (closed to motorized use). This was an error that was identified by District engineering personnel. The actual classification of this road should have been shown as a Maintenance Level 2 road (open to motorized use). The proposal to convert this road to a motorized trail has been dropped. The road is shown as an open road under all alternatives.

On the Wild Rivers Ranger District, the Proposed Action proposed closing to motorized traffic, Road 4400461. Between the Draft EIS and this Final EIS, this road has been closed to motorized use by a Forest Order to prevent resource damage. Since this closure has occurred, this proposal was dropped from the Proposed Action and Alternative 4. The current condition map will show this road as unavailable to motorized traffic.

E. ALTERNATIVE 1-No Action

NEPA regulations at 40 CFR 1502.14 state that “agencies shall: (d) include the alternative of no action.” CEQ guidance clarifies that the No Action Alternative be based on no change from current management. In this case, current management is considered to be implementation of the current direction in the Forest Plans. The No Action Alternative is used as a baseline against which to compare other alternatives. The baseline conditions are described in Chapter III, Affected Environment and Environmental Consequences.

1. Function of the No Action Alternative

Under this alternative the agency would take no affirmative action (no change from current management or direction). This means continued cross-country travel, continued use of unauthorized routes, and no change to the current Forest system of roads, trails and areas.

The No Action Alternative is not a proposal to add all of the unauthorized routes to the current Forest system of roads, trails and areas. It is a proposal to ‘do nothing’ and maintain the ‘status quo’. The ‘status quo’ would be the combination of all previous decisions by the Forest (allowing cross country travel, the creation of temporary roads associated with permits or other authorizations; and any previous decisions associated with the system of roads, trails and areas).

It is important to approach the No Action alternative in this manner because it establishes an important benchmark for the assessment of impacts resulting from the existing condition, and largely forms the justification for the need for action since current unacceptable environmental impacts are likely to continue or get worse. This benchmark (the No Action Alternative) will show impact trends based on findings in the recent motorized route inventory, national trends, trends in Oregon and IDT analysis. The No Action alternative provides a benchmark for contrasting resource impacts and use conflicts with the Action Alternatives.

2. Description of the No Action Alternative

Under the No Action Alternative, the existing condition, as reflected in the Forest route inventory and analysis of the transportation system completed August 2008, would continue. These existing routes on the Forest would primarily be used for public wheeled motor vehicle use. Cross-country travel and route proliferation would still occur in isolated areas on the Forest since it is not currently prohibited. Areas for dispersed activities would continue to be used by public wheeled motor vehicles primarily for the purpose of dispersed camping and parking. No changes would be made to the current National Forest transportation system and no cross-country travel prohibition would be put into place.

The following table provides a Forest-wide summary of current conditions for roads, trails and areas:

Table II-3. Alternative 1 (No Action - Current Condition) Summary

Roads and Trails	Current Condition
Total NFS Roads	5,311 miles
NFS Roads “open” to the public	4,537 miles
Open roads that allow mixed use	3,208 miles
Open roads that prohibit mixed use	1,329 miles
Total NFS Trails	1,199 miles
NFS Trails that allow motorized use	255 miles
Total area open to cross country travel	274,670 acres

Under this alternative, no MVUM would be produced and the Travel Management Rule would not be implemented. The No Action Alternative is not designed to meet the Purpose and Need for action. Wheeled motor vehicle travel by the public would not be limited to designated routes. Unauthorized routes would continue to have no status or authorization as NFS roads or trails. Existing closures and orders would continue.

No NEPA decision would be necessary to continue use of the current Forest system of roads, trails and areas (i.e., OHV and transportation). These decisions were made previously. User created roads, trails and areas are not NFS facilities and they are unauthorized. The agency did not create, manage, or construct them for public use; the public, as a result of cross-country travel, created them.

Temporary roads, trails and areas built to support emergency operations or temporarily authorized in association with contracts, permits or leases are not intended for public use. They are not NFS facilities (e.g., they are unauthorized for public use). Any proposal to add these temporary roads to the NFS would require a NEPA decision. No Forest-wide or route-specific Forest Plan Amendments are included as part of this alternative since no action is being taken.

Included with this document is a map packet containing several large oversized maps that represent each of the alternatives. Map 1 displays the current conditions for roads and trails that **allow** some form of motorized vehicle use for the five Ranger Districts on the Rogue River-Siskiyou National Forest (Powers, Gold Beach, Wild Rivers, Siskiyou Mountains, and High Cascades).

Chapter III of this FEIS includes a disclosure of the direct, indirect and cumulative environmental consequences resulting from the agency taking no action to change from current management direction (i.e., continued cross-country travel and use of unauthorized routes by the public). Providing this disclosure allows the existing condition (open) to be compared to the proposed condition (closed) in each Action Alternative as well as the incremental effects of any changes to the existing Forest system of roads, trails and areas (including proposals to add unauthorized routes to the system).

F. ASSUMPTIONS AND ELEMENTS COMMON TO ACTION ALTERNATIVES

This section presents assumptions and elements that are common to Alternatives 2, 3, 4 and 5. These are referred to as the Action Alternatives. These alternatives focus on the allowable uses for wheeled motorized vehicle routes and areas. Action Alternatives are being carried forward in accordance with the Travel Management Rule (36 CFR Part 212). A MVUM would designate where motorized vehicle routes are located as well as which class of vehicle may use the route and the season of use base on the alternative selected.

1. Authorizations

Any activities associated with contract, permit, lease or other written authorization is exempt from designation under the Travel Management Rule (36 CFR 212.51 (a) (8) and are not part of this proposal (i.e., fuelwood permits, motorized Special Use Permits, etc.).

Access for permitted activities (such as livestock operations, maintenance of water developments, utility maintenance, timber management or harvest activities, ski area management, outfitter-and-guide operations, forest product gathering, and special events) on National Forest System land is independent of general public access. Individuals or groups with special permits are allowed to conduct their business according to conditions outlined in their permits. If a permit does not stipulate exemptions to the Forest's travel regulations, the general travel regulations will apply.

Except in Wilderness and other congressionally designated special areas, the following are exempt from prohibitions associated with each alternative when granted by the District Ranger or Forest Supervisor:

- ◆ Limited administrative use by the Forest Service
- ◆ Use of any fire, military, or law enforcement vehicle for emergency purposes
- ◆ Authorized use of any combat or combat support vehicle for national defense purposes
- ◆ Law enforcement response to violations of law, including pursuit (Note: emergency access and law enforcement pursuit does not necessarily require permission from the Forest Supervisor).
- ◆ Use and occupancy of National Forest System lands and resources pursuant to a written authorization issued under Federal law or regulations.

The Agency will continue to make changes to NFS roads and trails on an 'as-needed-basis'. It will also continue to make decisions about temporary roads or trails on an 'as-needed-basis' associated with contract, permit, lease or other written authorization.

2. Parking

Parking a motor vehicle on the side of the road, when it is safe to do so without causing damage to NFS resources or facilities, is allowed under all of the Action Alternatives, unless prohibited by State law, a traffic sign, or an order (36 CFR 261.54). NFS roads include all trailheads, parking lots, terminal facilities⁴, and turnouts associated with NFS roads. The "side of the road" is defined as that area within one vehicle length, not to exceed 20 feet, from the edge of the road surface. Parking on the side of the road may not damage the land, vegetation, or streams and no vegetation (live or dead) may be cut.

3. Dispersed Motorized Camping

It is well recognized that National Forests have historically provided camping opportunities outside of developed campgrounds. This type of dispersed motorized use has historically occurred adjacent to open roads, adjacent to bodies of water, and at the termini of roads and trails. Under all of the Action Alternatives, motor vehicle travel would not be allowed off of any designated motor vehicle route, except where designated to travel to and from a dispersed camping site.

Each alternative provides a unique identification of roads that would allow motorized access off of the road surface for the purpose of dispersed camping.

⁴ Terminal facilities are defined as a transfer point between the Forest transportation system and forest resources served by the system, or between different transportation modes, including parking facilities, boat ramps, trailheads, log landings, and airfields.

Use of established motorized routes to traditional dispersed campsites would be encouraged. Establishment of new motorized routes would be discouraged. Specific areas where motorized off-road travel for the purpose of dispersed camping would be allowed are described under each of the alternative descriptions.

The following aspects are common to all Action Alternatives.

- Under all Action Alternatives, off-road travel for dispersed motorized camping would be prohibited within Botanical Areas, Research Natural Areas, or other areas deemed to have high resource values. Current closures would remain in effect for specific areas (i.e., Big Butte Springs Watershed, Ashland Watershed, etc.). In addition, parking for dispersed camping would be prohibited within ¼ mile (1,320 feet) of any potable water source or developed campgrounds.
- Access to designated gravel bars located along the lower Rogue, lower Illinois, Chetco, and Elk Rivers would be permitted under all Action Alternatives. The Rogue River gravel bars include: Smith Orchard, Foster, Miller/Dunkelberger, Quosatana, Lobster Creek, and Hawkins. The one Illinois River gravel bar is located in the vicinity Oak Flat Campground.

The Chetco River gravel bars include: Miller, Nook, Redwoods, and South Fork (upper and lower). All of these gravel bars are located on the Gold Beach Ranger District. The Elk River gravel bars are unnamed and include five bars located between the river and Road 5325 on the Powers Ranger District.

- At no time may any transportation use take place that would cause unacceptable resource damage. Additional site-specific closures and seasonal restrictions (such as emergency fire closures or where unexpected resource damage is occurring) may be implemented on a case-by-case basis for management, wildlife, and resource protection through authorized travel orders.
- Nothing discussed in the alternative descriptions precludes future project-specific environmental analysis from proposing the construction of new system roads or motorized trails, or the decommissioning or closing of roads or motorized trails.
- Off-road motorized travel for game retrieval would be prohibited.

4. Land Management Plan Amendments

Designations and restrictions on motor vehicle use are fundamentally site-specific decisions, and are not normally made in land management plans (Forest Plans). However, each site-specific motorized use decision must be evaluated to ensure it is consistent with overall management direction and Standards and Guidelines in the applicable Forest Plan. If proposed changes to the Forest transportation system (including the prohibition on cross-country motor vehicle use) would be inconsistent with the applicable land management plan, proposed amendments to the plans must be included with the alternatives so that the final decision would be consistent with the land management plan(s).

For the RRSNF, there are two types of changes proposed as Forest Plan Amendments, overall **Forest-wide amendments** to the Forest Plans to enact the Travel Management Rule, and **route-specific amendments** in the form of changes to specific management direction and/or to Standards and Guidelines. Both types of amendments are needed under the various Actions Alternatives and are proposed to allow a decision under these alternatives to be consistent with land management plan direction. This process is being enacted to provide improved motorized use direction, in compliance with current Forest Service policy. This process and its analysis have considered all applicable motorized use management direction and constraints. Current Land and Resource Management Plans provide direction for portions of the Forest that are open to cross-country motor vehicle use. **Implementation of the Travel Management Rule requires a forest-wide amendment to the applicable Forest Plans to provide direction as associated with the 2005 Travel Management Rule.**

Under the Travel Management Rule, all roads, trails, and cross-country motorized use would be closed unless designated open to specific uses. For the Action Alternatives, new additional text, specific to each respective Forest Plan for the Rogue River-Siskiyou National Forest, would amend current management direction for motorized vehicle use. Since motorized use includes OHV use, **all Action Alternatives propose the deletion of the 1989 and 1990 Off-road Vehicle Management Plans, contained as appendices to the respective Forest Plans, to be replaced with the Motorized Vehicle Use Map.**

The following table portrays the elements of proposed Forest Plan Amendments by alternative. The No Action Alternative (Alternative 1) does not include Forest Plan Amendments and is included in the table for reference. Alternatives 2, 3, 4, and 5 (the Action Alternatives) include Forest Plan Amendments according to the function and description of the alternatives, as described in this Chapter. For specific detail regarding the content of proposed Forest Plan Amendments, see FEIS Appendix B (incorporated by reference).

Table II-4. Forest Plan Amendment Proposals by Alternative

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Rogue River National Forest LRMP					
Forest-wide amendment to enact Travel Rule	NO	YES	YES	YES	YES
Forest-wide to delete ORV Plan - Appendix C	NO	YES	YES	YES	YES
Specific amendments to make motorized use on the Boundary Trail consistent with Forest Plan direction and Standards and Guidelines	NO	YES	YES	NO	YES
Siskiyou National Forest LRMP					
Forest-wide amendment to enact Travel Rule	NO	YES	YES	YES	YES
Forest-wide to delete ORV Plan - Appendix E	NO	YES	YES	YES	YES
Specific amendments to make motorized use on portions of the Boundary, Lawson, Game Lake, Lower Illinois, and Silver Peak Hobson Horn Trails consistent with Forest Plan Standards and Guidelines	NO	YES	YES	NO	YES

This FEIS will evaluate the effects of the proposed amendments as related to the objectives, guidelines and other contents of the Forest Plans of the Rogue River and Siskiyou National Forests as required by 36 CFR 219.10 (f). The level of analysis should be sufficient to evaluate effects associated with the site-specific changes associated with a motorized use system. Based on this evaluation the Forest Supervisor will determine whether the proposed amendments significantly change the delivery of goods and services as described in the respective Forest Plans⁵.

5. Motorized Vehicle Use Map (MVUM)

In accordance with the Travel Management Rule and following a decision, the Forest would publish a MVUM identifying all Forest roads, trails and areas that are designated open for motor vehicle use by the public. The MVUM would specify the classes of vehicles and, if appropriate, the times of year for which use is authorized. The MVUM would be updated and published annually and/or when changes to the Forest's transportation system are made. Future decisions associated with changes to the MVUM may trigger the need for documentation of additional environmental analysis.

G. ALTERNATIVE 2

Alternative 2 is an alternative that would designate the current condition with Plan Amendments to change area use by land allocation to be consistent with the Travel Management Rule, and enact site-specific route Plan Amendments to make current use consistent with the Forest Plans.

1. Function of Alternative 2

This alternative would implement actions consistent with the Travel Management Rule with no change to the current system of NFS roads, trails and areas. This alternative is similar to the No Action alternative since it represents no change with respect to the existing NFS facilities or "baseline" transportation system. This alternative is designed to assess the consequences of implementing the Travel Management Rule with no changes to the current system of roads, trails, and areas.

Under Alternative 2, there would be no change from current management or direction. Cross-country travel would continue, use of unauthorized routes would not be allowed, and there would be no changes to the current NFS of roads, trails and areas. Alternative 2 would maintain the 'status quo' and would be the combination of all previous decisions by the Forest (allowing cross country travel, the creation of temporary roads associated with permits or other authorizations; and previous decisions associated with the NFS of roads, trails and areas). This alternative is also designed to be responsive to Scoping comments received in the fall of 2008. Many people expressed concern about the possible loss of motorized opportunities.

2. Description of Alternative 2

Under Alternative 2, the existing condition, as reflected in the Forest route inventory and analysis of the transportation system completed in August 2008 (and updated between the Draft EIS and this Final EIS) would continue.

⁵ FSM 1926.51

These existing routes on the Forest would primarily be used for public wheeled motor vehicle use. Areas for dispersed activities would continue to be used by public wheeled motor vehicles primarily for the purpose of dispersed camping and parking. No changes would be made to the current National Forest Transportation System and no cross-country travel prohibition would be put into place. Table II-5 summarizes Alternative 2.

Table II-5. Alternative 2 (Current Condition) Summary

Roads and Trails	Current Condition
Total NFS Roads	5,311 miles
NFS Roads "open" to the public	4,537 miles
Open roads that allow mixed use	3,208 miles
Open roads that prohibit mixed use	1,329 miles
Total NFS Trails	1,199 miles
NFS Trails that allow motorized use	255 miles
Total area open to cross country travel	274,670 acres

¹ The only paved roads on the Forest that currently allow mixed use are those that are part of the Prospect OHV System.

Compared to the Proposed Action (Alternative 3), this alternative would not propose conversion of ML 1 roads to motorized trails. There would be no new road or trail closures over the current condition. There would be no new play area and no mixed use on paved roads except for existing use on Prospect OHV system.

Alternative Design Strategy

Based on analysis of the transportation system, the following assumptions were used to design this alternative:

- NFS roads or trails currently being used that have no order closing or prohibiting use were included as part of the current condition. Current use may or may not be consistent with Forest Plan direction.
- A NFS road or trail that is currently being used where the use is illegal or not consistent with State law was not included as part of this alternative.

3. Forest-wide Elements of Alternative 2

Under Alternative 2, roads, trails and areas that are currently part of the Forest transportation system and are open to wheeled motorized vehicle travel would remain designated for such use. Alternative 2 was designed to take into account past patterns of OHV use on the Forest as well as other public motor vehicle use.

These routes provide all-purpose access for destination travel, driving for pleasure, hunting, fishing, and other recreational activities, such as, travel to dispersed camping locations, specific features or destinations, or unique motorized recreation experiences, while directing OHV use onto routes where there is available mileage and connections to other routes open to OHVs.

At no time may any motorized use take place that would cause unacceptable resource damage. Additional site-specific closures and seasonal restrictions (such as emergency fire closures or where unexpected resource damage is occurring) may be implemented on a case-by-case basis for fire management, wildlife, and resource protection through authorized travel orders. Nothing in this alternative precludes future project-specific environmental analysis from proposing the construction of new system roads and trails or the decommissioning or closing of roads or trails.

Current Land and Resource Management Plans provide direction for portions of the Forest that are open to cross-country motor vehicle use. Under this alternative, amendments to the Rogue River and Siskiyou Land and Resource Management Plans are proposed to provide consistency with the 2005 Travel Management Rule.

All roads and trails would be closed to motorized use unless designated. Specific Forest Plan Amendments would codify cross-country use, consistent with the Travel Management Rule, on approximately 275,000 acres, making it legal.

The map associated with Alternative 1 (No Action) is also applicable to Alternative 2 (available in the map packet).

Under this alternative, off-road travel for dispersed motorized camping would be allowed within 300 feet of roads designated as open to motorized use. Also see elements common to all alternatives (section E, 3) this Chapter.

4. District Specific Elements of Alternative 2

a. Powers Ranger District Elements

There would be no changes on the Powers District.

b. Gold Beach Ranger District Elements

An amendment to the Siskiyou Land and Resource Management Plan to make motorized use of portions of the Game Lake Trail (# 1169), the Lawson Creek Trail (#1173), the Illinois River Trail (#1161), the Silver Peak Hobson Horn Trail (#1166), and two unnamed connector trails consistent with Standards and Guidelines for the allocations through which it passes (Backcountry Recreation). See Appendix B for actual changes to the wording of the Forest Plan Standards and Guidelines.

***Reason for Change:** The Rogue River-Siskiyou National Forest is guided by two separate Forest Plans. These trails are located on the Gold Beach Ranger District. Historical and current motorized use of these trails is not consistent with Standards and Guidelines.*

c. Wild Rivers Ranger District Elements

Under Alternative 2, the Boundary Trail and all current connections remain motorized.

An amendment to the Siskiyou Land and Resource Management Plan is proposed to make motorized use of the Boundary Trail (#1207) consistent with Standards and Guidelines for the allocations in which it passes through (Research Natural Area). See Appendix B for actual changes to the wording of the Forest Plan Standards and Guidelines.

***Reason for Change:** The Rogue River-Siskiyou National Forest is guided by two separate Forest Plans. The Boundary Trail is located on the boundary of the Rogue River and Siskiyou National Forests. The Forest Plans are inconsistent and provide conflicting guidance at this location as associated with the Boundary Trail (Research Natural Area).*

d. Siskiyou Mountains Ranger District Elements

An amendment to the Rogue River Land and Resource Management Plan to make motorized use of the Boundary Trail (#1207) and some connecting trails (#900 and #903) consistent with Standards and Guidelines for the allocations through which it passes. See Appendix B for actual changes to the wording of the Forest Plan Standards and Guidelines.

***Reason for Change:** The Rogue River-Siskiyou National Forest is guided by two separate Forest Plans. The Boundary Trail is located on the former boundary of the Rogue River and Siskiyou National Forests. The Forest Plans are inconsistent and provide conflicting guidance at this location as associated with the Boundary Trail (Research Natural Area, Backcountry Recreation, And Botanical Area).*

e. High Cascades Ranger District Elements

There would be no changes on the High Cascades District. The Prospect OHV system would remain in place and current management practices would continue.

H. ALTERNATIVE 3-Proposed Action

The Proposed Action (Alternative 3) is based on the Forest's analysis of the transportation system process and focuses on the change from the current condition. It aims to strike a balance for various forms of motorized use by identification of sustainable motorized use opportunities with minimal adverse resource impacts, and enacting the Travel Management Rule.

1. Function of Alternative 3

The Proposed Action would provide for a designated and managed system, enact changes to reduce existing resource damage from motorized use, and reduce social impacts, user conflicts and safety concerns. Other functions of the Proposed Action are to establish a framework that the Forest used to initiate the NEPA process, facilitate meaningful public comment, and serve as a basis for identification of the issues.

2. Description of Alternative 3

Based on the stated Purpose and Need for action and as a result of the recent analysis of the transportation system process, under the Proposed Action (Alternative 3), the Forest proposes to:

- Enact Forest-wide Plan Amendments to make the plans consistent with the Travel Management Rule. Two separate Forest Plans guide the Rogue River-Siskiyou National Forest.
- Enact site-specific level Forest Plan Amendments to make the plans consistent with current and historical motorized use on the portions of the Boundary Trail and portions of the Game Lake, Lawson Creek, Lower Illinois, and Silver Peak Hobson Horn Trails.
- Formally designate approximately 3,490 miles of road where mixed use would be allowed. Mixed use is defined as designation of a National Forest System (NFS) road for use by both highway-legal and non-highway-legal motor vehicles.
- Construct two motorized trails to provide loop route opportunities (approximately 2 miles).
- Convert approximately 12 miles of NFS roads to motorized trails.
- Designate two areas where off-road motorized use would be allowed. This includes continued use of the Woodruff area near Prospect and the development of an additional area near Willow Lake. Both areas are located on the High Cascades Ranger District. All other cross country travel would be prohibited.
- Prohibit public motorized use on approximately 7 miles of roads and 31 miles of trail currently open in order to minimize or reduce resource damage.

Under the Proposed Action, many of roads, trails and areas that are currently part of the Forest Transportation System and are open to wheeled motorized vehicle travel would remain designated for such use. The Proposed Action was designed to take into account past patterns of OHV use on the Forest as well as other public motor vehicle use.

Where possible, routes creating connections between popular use areas were included to provide all-purpose access for destination travel, driving for pleasure, hunting, fishing, and other recreational activities, such as, travel to dispersed camping locations, specific features or destinations, or unique motorized recreation experiences, while directing OHV use onto routes where there is available mileage and connections to other routes open to OHVs.

3. Forest-wide Elements of Alternative 3

Under the Proposed Action, amendments to the Rogue River and Siskiyou Land and Resource Management Plans would provide consistency with the 2005 Travel Management Rule. All roads and trails and areas would be closed to motorized use unless designated as open.

Alternative Design Strategy

Based on analysis of the transportation system, the following assumptions were used to design this alternative:

- All Maintenance Level 2, 3, 4, and 5 NFS roads would remain open to motorized use, except where: the road is known to be naturally closed or impassable, the road is causing unacceptable resource damage either directly or by allowing access to a sensitive area, or closed by Forest Order.

- All trails closed to motorized use by a Forest Order would continue to be closed to motorized use.
- No motorized use would be allowed on Maintenance Level 1 NFS roads unless the road is changed to Maintenance Level 2 (none are proposed) or converted to a trail that allows motorized use.
- For Maintenance Level 1 roads converted to motorized trails, maintenance would include:
 - “Log out” trees from the trail⁶.
 - Maintaining drainage structures (culverts, drain dips, water bars, etc.).
 - Maintaining a clearing width of 6-8 feet and clearing height of 8-10 feet. This consists of brush and small tree removal. Low growing ground vegetation (grasses, herbs, forbs) would not be removed from cut banks, fill slopes, or from the former road bed.
- For motorized trail construction/reconstruction, the following would apply:
 - For Class III motorcycle trails, a solid sustainable tread 18-24 inches wide with a clearing width of approximately 6 feet and a clearing height of 8-10 feet would be created⁷.
 - Utilize rolling drain dips, natural features, and a slightly out-sloped tread to divert water off the trail.
 - Locate trail to avoid cutting any trees greater than 8 inches in diameter. Maintain canopy closure.
 - For Class I quad trails, create a tread width that would be approximately 50 inches wide with a clearing width of 6-8 feet.

Under the Proposed Action, approximately 4,530 miles of road and 238 miles of trail would be open to motorized use. Table II-6 below summarizes the Proposed Action.

Off-road travel for dispersed motorized camping is discussed under the District-specific elements for Alternative 3. The following elements of Alternative 3 (Proposed Action) are identified by each of the Ranger Districts on the Rogue River-Siskiyou National Forest.

Access to certain gravel bars along the Elk River, Rogue River, Illinois River, and Chetco River sites (see discussion, Section F, 3, this Chapter) is currently not part of the Forest road system. Under this alternative, these gravel bars would be identified as areas where motorized vehicle off-road travel is allowed.

⁶ Log out is a common trail maintenance term. It means cutting away trees that have fallen across the trail.

⁷ Tread is the actual travel surface of the trail.

Table II-6. Alternative 3 (Proposed Action) Summary

Roads and Trails	Current Condition	Proposed Action	Change
Total NFS Roads	5,311 miles		
NFS Roads "open" to the public	4,537miles	4,530 miles	-7 miles
Open roads that allow mixed use	3,208 miles	3,214miles	+6 miles
Open roads that prohibit mixed use	1,329 miles	1,323miles	-6 miles
Total NFS Trails	1,199 miles	1,213 miles	+14 miles
NFS Trails that allow motorized use	255 miles	238 miles	-17 miles
New trail construction		2 miles	
Convert ML1 road to trail		12 miles	
Total area open to cross country travel	274,670 acres	25 acres (not including gravel bars)	

In the following discussion, the text references the large map associated with Alternative 3 (available in map packet) to provide reference and context. .

4. District Specific Elements of Alternative 3

a. Powers Ranger District Elements

Off-road motorized travel for dispersed camping is generally allowed along all roads designated as open except where otherwise prohibited (see Section F, 3, this Chapter). No off-road motorized travel for dispersed camping would be allowed within ¼ mile of developed recreation sites.

Designate approximately 6.2 miles of paved road for motorized mixed use on a portion of Road 3348 (Eden Valley Road).

Reason for Change: Allowing mixed use on a portion of the Eden Valley Road (3348) would provide access to more primitive roads located to the north and south in this popular hunting area (Map 2 Box A).

b. Gold Beach Ranger District Elements

Off-road motorized travel for dispersed camping would generally be allowed along all roads designated as open, except where otherwise prohibited (see common to all discussion, Section F, 3, this Chapter). No off-road motorized travel for dispersed camping would be allowed within ¼ mile of developed recreation sites.

An amendment to the Siskiyou Land and Resource Management Plan to make motorized use of portions of the Game Lake Trail (# 1169), the Lawson Creek Trail (#1173), the Illinois River Trail (#1161), the Silver Peak Hobson Horn Trail (#1166), and two unnamed connector trails consistent with Standards and Guidelines for the allocations through which it passes (Backcountry Recreation). See Appendix B for actual changes to the wording of the Forest Plan Standards and Guidelines.

Reason for Change: The Rogue River-Siskiyou National Forest is guided by two separate Forest Plans. Historical and current motorized use of these trails is not consistent with Standards and Guidelines.

Prohibit motorized mixed use on approximately 12.6 miles of road where it is currently authorized on portions of Roads 1376010, 1376012, 1376013, 13760150, 1376019, 1376902, 1376903, and 1376908.

Reason for Change: A large portion of the 1376 road system is located on private land and does not provide loop opportunities except on roads over which the Forest Service has no jurisdiction. (Map 2 Box F).

Prohibit motorized use on approximately 10.1 miles in the lower portions of the Lawson (#1173 – 4.0 miles) and Game Lake (#1169 – 6.1 miles) trails that currently allow motorized use.

Reason for Change: Both of these trails are currently impassable for motorized users. The Lawson Creek Trail is extremely steep on both sides of the Lawson Creek crossing and is subject to erosion. The lower half the Game Lake Trail is overgrown and in many cases cannot be followed by experienced hikers. This trail also requires a crossing of the Illinois River at its lower end (Map 2 Box B).

Construct approximately 0.5 miles of new motorized trail that would connect to the Woodruff Trail (T.36S., R.13W., section 9).

Reason for Change: Provide a designated loop opportunity for Class I and Class III motorized vehicles (Map 2 Box C).

Designate approximately 0.2 miles of paved road for motorized mixed use on a portion of Road 3313.

Reason for Change: The first 0.2 miles of this road is paved and then turns to a non-paved road that allows mixed use. There is a lack of parking where the road changes from paved to non-paved. This would allow a safer terminus to the mixed use portion of Road 3313 (Map 2 Box B).

Convert approximately 9.3 miles of roads currently designated as Maintenance Level 1 to motorized trails (portions of Roads 3313103, 3313110, 3313117, 3680190, 3680195, 3680220, 3680351, 3680409, and 3680353). These roads are located in the following areas south of the Rogue River: Lawson Creek, Quosatana Creek, Game Lake, and Signal Butte. An estimated 4.7 miles would be for all three vehicle classes while 15.2 miles would allow for Class I and Class III vehicles.

Reason for Change: Provide opportunities for Class I, Class II, and Class III motorized vehicles and provide for loop opportunities (Map 2 Box C).

c. Wild Rivers Ranger District Elements

Under Alternative 3, no off-road motorized travel for dispersed camping would be allowed on the Wild Rivers Ranger District. The only authorized parking would be along-side of open roads (not to exceed 20 feet) or in previously constructed (existing) landings (see Section F, 2, this Chapter).

Route-specific Forest Plan Amendments: An amendment to the Siskiyou Land and Resource Management Plan is proposed to make motorized use of the Boundary Trail (#1207) consistent with Standards and Guidelines for the allocations through which it passes (Research Natural Area⁸). See Appendix B for actual changes to the wording of the Forest Plan Standards and Guidelines.

Reason for Change: The Rogue River-Siskiyou National Forest is guided by two separate Forest Plans. The Boundary Trail is located on the former boundary of the Rogue River and Siskiyou National Forests. The Forest Plans are inconsistent and provide conflicting guidance at this location as associated with the Boundary Trail.

Convert approximately 2.7 miles of roads currently designated as Maintenance Level 1 to motorized trails (portion of Road 4402494).

Reason for Change: Conversion of Road 4402494 to a trail would offer a side trip for OHV users from the McGrew Trail to Biscuit Hill (Map 2 Box H).

Prohibit motorized mixed use on approximately 7.6 miles of road where it is currently authorized on portions of Roads 4400445, 4400459, 4400460, and 4400480.

Reason for Change: The 4400 road system is a jeep route that is partially located within and near LRMP designated Botanical Areas. Road closures would help prevent motorized users from leaving the road system and entering these sensitive areas (Map 2 Box H).

Prohibit motorized mixed use on approximately 11.8 miles of road where it is currently authorized on portions of Roads 4201029, 4201881, 4300011, 4300910 and 4300920.

Reason for Change: These roads are also located in the Canyon Creek and Josephine Creek areas. The 4201881 road is partially located within a LRMP designated Botanical Area. No mixed use is proposed in order to prevent OHV use in sensitive wetlands, bogs, and fens as well as impacts to plants within the Botanical Area (Map 2 Box G).

Prohibit motorized use on approximately 6.2 miles of road to public use including portions of Roads 4300011, 4300910, 4300920, 4300925, 4201016, and 4103011. These roads would still be open for permitted or limited administrative use.

The 4300 system is also primarily a jeep route located in the Canyon Creek and Josephine Creek areas. A portion of this system is being proposed for non-motorized use primarily due to water quality concerns associated with numerous creek crossings (Map 2 Box G).

⁸ The area that is the subject of this plan amendment is a recommended Research Natural Area (RNA). Formal designation as an RNA must be approved by the Chief of the Forest Service following preparation of an Establishment Record. Siskiyou National Forest Land and Resource Management Plan, page IV-81)

The 4201016 and 4103011 are located entirely within the Eight Dollar Mountain Botanical Area. These roads along the Illinois River are proposed for non-motorized use in order to prevent off-road damage to sensitive plants, wetlands, fens, and bogs (Map 2 Box G).

Convert approximately 0.3 miles of Road 2509640, currently designated as a Maintenance Level 1 road, to a motorized trail.

Reason for the change: Conversion of Road 2509640 would provide a ridge top connection to the existing Shan Creek Trail on the northeast portion of the District (Map 2 Box E).

Prohibit motorized use on approximately 0.6 miles of Road 2600050.

Reason for the change: A portion of this road is proposed for closure due to jurisdiction issues with private land (Map 2 Box E).

Prohibit motorized use on approximately 11.3 miles of trail that currently allows motorized use on portions (or entirely) of the following trails: Taylor Creek (#1142), Big Pine Spur (1142A), Onion Way (#1181), Secret Way (#1182), Secret Way Spur (1182A), and Swede Creek (#1135).

Reason for Change: Taylor Creek, Onion Way, Big Pine Spur, Secret Way Spur, and Secret Way trails are all located in the Briggs Valley area. These are proposed for closure due to issues associated with spotted owl sites and to be consistent with year-round closures on selected adjacent roads. The Swede Creek Trail south of Briggs Valley is proposed for non-motorized use for the same reason as Briggs Valley (Map 2 Box E).

Prohibit motorized use on approximately 1.8 miles of trail that currently allows motorized use on the Silver Lake Trail (#1184).

Reason for Change: The Little Silver Lake Trail is proposed for non-motorized use due to very steep slopes and erosive soils (Map 2 Box D).

Prohibit motorized use on approximately 4.1 miles of trail that currently allows motorized use on portions (or entirely) of the following trails: Mt. Elijah (#1206), Bigelow Lake (#1214), Bolan Lake (#1245), and Kings Saddle (#1245A).

Reason for Change: The Mt. Elijah, Bigelow Lake, Bolan Lake, and Kings Saddle trails are all located within or adjacent to Botanical Areas. Prohibiting motorized use would help protect unusual and sensitive plants indigenous to southwestern Oregon (Map 2 Box I).

d. Siskiyou Mountains Ranger District Elements

Off-road motorized travel for dispersed camping is generally allowed up to 300 feet along roads designated as open, except for areas currently closed by a Forest Order (see common to all discussion, Section F, 3, this Chapter).

An amendment to the Rogue River Land and Resource Management Plan to make motorized use of the Boundary Trail (#1207) and some connecting trails (#900 and #903) consistent with Standards and Guidelines for the allocations through which it passes. See Appendix B for actual changes.

Reason for Change: *The Rogue River-Siskiyou National Forest is guided by two separate Forest Plans. The Boundary Trail is located on the boundary between the Rogue River and Siskiyou National Forests. The Forest Plans are inconsistent and provide conflicting guidance at this location as associated with the Boundary Trail.*

Prohibit motorized use on approximately 4 miles of the Horse Camp Trail (#958) that currently allows motorized use.

Reason for Change: *This trail, adjacent to Red Buttes Wilderness, climbs steeply through a Late-Successional Reserve (LSR) to the Siskiyou Crest and the Pacific Crest National Scenic Trail (PCNST). It is proposed for closure in order to minimize impact to soils and wildlife. In addition, the proposal for non-motorized use on this trail would discourage motorized use on the PCNST. Note: motorized use is prohibited along the entire length of the 2,600-mile PCNST (Map 2 Box J).*

Construct and relocate approximately 1.2 miles of the Penn Sled Trail (#957) east of Applegate Lake that would allow motorized use for Class III vehicles.

Reason for Change: *The old Penn Sled Trail has not been maintained for a number of years. Construction of this trail would connect two existing motorized trail systems (Mule Mountain and Elliot Ridge) and would avoid private land issues associated with the old trail location (Map 2 Box J).*

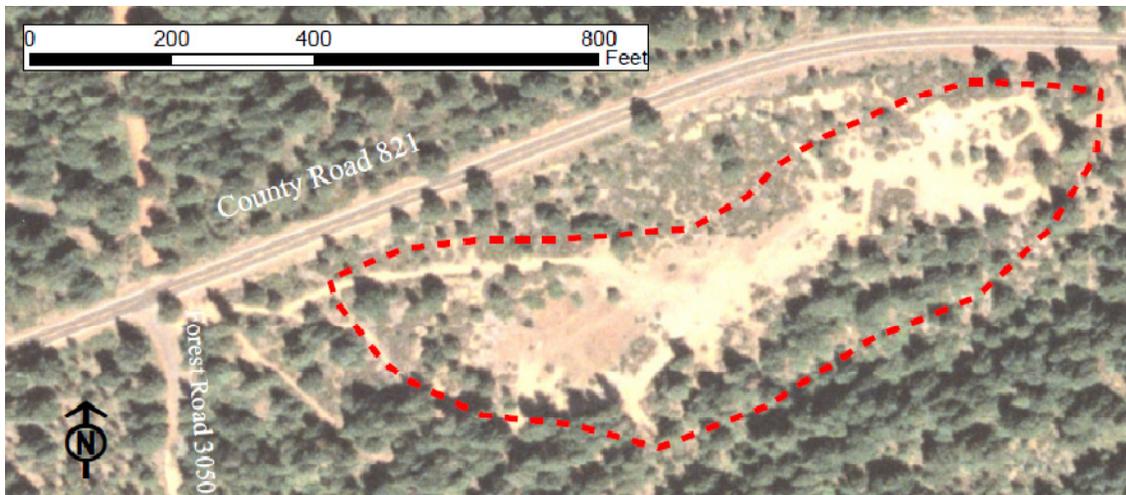
e. High Cascades Ranger District Elements

Under this alternative, off-road motorized travel for dispersed camping is generally allowed up to 300 feet along most roads designated as open except within the Elk Creek Watershed, and areas currently closed by Forest Order, e.g., the Big Butte Springs Watershed (see common to all discussion, Section F, 3, this Chapter).

Develop an additional motorized use play area (approximately 10 acres) near the junction of Road 3050 and County Road 821.

Reason for Change: *This proposed play area would provide increased recreation opportunities for motorized users, particularly for less experienced riders (Figure II-2).*

Figure II-2. High Cascades RD, Alternative 3, Proposed Play Area



Designate approximately 31.5 miles of paved road for motorized mixed use on portions of Roads 34, 37, 3705, and 3720 (24.4 miles) and within developed campgrounds adjacent to routes that allow mixed use (7.1 miles). These campgrounds include Union Creek, Farewell Bend, Natural Bridge, Woodruff Bridge, Abbott Creek, and Whiskey Springs (not shown on maps).

Reason for Change: Mixed use on these roads would provide access to more primitive roads located to the north and south for hunting and other recreation activities (Map 2 Boxes K and L).

I. ALTERNATIVE 4

Alternative 4 addresses the significant resource issues identified through scoping process and proposes a reduction in motorized use relative to the current condition and to Alternative 3.

1. Function of Alternative 4

This alternative would provide for a designated and managed system of roads and trails, enact changes to reduce existing resource damage from motorized use, and reduce social impacts such as user conflicts and safety concerns. This alternative is also designed to be responsive to Scoping comments received in fall of 2008. Many people were concerned about possible effects to roadless character within Inventoried Roadless Areas, Botanical Areas, serpentine areas (and associated meadows, fens, and bogs), and water quality.

2. Description of Alternative 4

Based on the stated Purpose and Need for action and as a result of the recent analysis of the transportation system, Alternative 4 proposes to:

- Formally designate approximately 3,452 miles of road where mixed use would be allowed. Mixed use is defined as designation of a National Forest System (NFS) road for use by both highway-legal and non-highway-legal motor vehicles.
- Prohibit motorized public access on approximately 43 miles of roads currently open in order to minimize or reduce resource damage.
- Prohibit motorized use on approximately 114 miles of trails currently open in order to minimize or reduce resource damage and user conflicts.

3. Forest-wide Elements of Alternative 4

Under Alternative 4, amendments to the Rogue River and Siskiyou Land and Resource Management Plans would provide consistency with the 2005 Travel Management Rule. All roads and trails and areas would be closed to motorized use unless designated as open.

Alternative Design Strategy

Based on analysis of the transportation system, the following assumptions were used to design this alternative:

- Motorized use within Inventoried Roadless Areas, Botanical Areas and serpentine soils (as currently mapped⁹) would be prohibited.
- An exception would be on existing Maintenance Level 2 and higher (“open”) roads within Botanical Areas and serpentine areas outside of Inventoried Roadless Areas.
- All Maintenance Level 2, 3, 4, and 5 NFS roads outside of the areas identified above would remain open to motorized use, except where: the road is known to be naturally closed or impassable, the road is causing unacceptable resource damage either directly or by allowing access to a sensitive area, or closed by Forest Order.
- All trails closed to motorized use by a Forest Order would continue to be closed to motorized use.
- No motorized use would be allowed on Maintenance Level 1 NFS roads unless the road is changed to Maintenance Level 2 (none are proposed) or converted to a trail that allows motorized use.
- For Maintenance Level 1 roads converted to motorized trails, maintenance would include:
 - “Log out” trees from the trail.
 - Maintaining drainage structures (culverts, drain dips, water bars, etc.).
 - Maintaining a clearing width of 6-8 feet and clearing height of 8-10 feet. This consists of brush and small tree removal. Low growing ground vegetation (grasses, herbs, forbs) would not be removed from cut banks, fill slopes, or from the former road bed.

Under Alternative 4, approximately 4,494 miles of road and 141 miles of trail would be open to motorized use. Table II-7 below summarizes Alternative 4.

Table II-7. Alternative 4 Summary

Roads and Trails	Current Condition	Alternative 4	Change
Total NFS Roads	5,311 miles		
NFS Roads “open” to the public	4,537miles	4,494 miles	-43 miles
Open roads that allow mixed use	3,208 miles	3,176 miles	-32 miles
Open roads that prohibit mixed use	1,329 miles	1,361 miles	+32 miles
Total NFS Trails	1,199 miles	1.199 miles	0 miles
NFS Trails that allow motorized use	255 miles	141 miles	-114 miles
New trail construction		0 miles	
Convert ML1 road to trail		0 miles	
Total area open to cross country travel	274,670 acres	20 acres (not including gravel bars)	

⁹ A map of serpentine soil areas has been prepared and is used as the basis for this assumption (see Chapter III).

The following elements of Alternative 4 are described by each of the Ranger Districts on the Rogue River-Siskiyou National Forest. Parking for dispersed camping is discussed under the District-specific elements for Alternative 4.

In the following discussion, the text references the large map associated with Alternative 4 (available in map packet) to provide reference and context. .

4. District Specific Elements of Alternative 4

a. Powers Ranger District Elements

Off-road travel for dispersed motorized camping would not be allowed along paved roads. All other open roads would allow off-road travel for dispersed motorized camping (see common to all discussion, Section F, 3, this Chapter). No off-road motorized travel for dispersed camping would be allowed within ¼ mile of developed recreation sites or where otherwise prohibited.

Prohibit motorized use on the 1-mile Big Tree Trail (#1150) south of Powers near the South Fork Coquille River.

Reason for Change: Big Tree Trail is located within the Big Tree Botanical Area (Map 3 Box A).

b. Gold Beach Ranger District Elements

Off-road motorized travel for dispersed camping would not be allowed along paved roads. All other open roads would allow off-road motorized travel for dispersed camping (see common to all discussion, Section F, 3, this Chapter). No off-road motorized travel for dispersed camping would be allowed within ¼ mile of developed recreation sites or where otherwise prohibited.

Prohibit motorized mixed use on approximately 12.6 miles of road where it is currently authorized on portions of Roads 1376010, 1376012, 1376013, 13760150, 1376019, 1376902, 1376903, and 1376908.

Reason for Change: A large portion of the 1376 road system is located on private land and does not provide loop opportunities except on roads for which the Forest Service has no jurisdiction (Map 3 Box F).

Prohibit motorized use on approximately 6.0 miles of road where it is currently authorized on portions of Roads 1107350, 1107357, 1107950, 1205245, 1205246, 1205248, 1205249, and 1205321.

Reason for Change: These roads are within the South Kalmiopsis Inventoried Roadless Area (Map 3 Box F).

Prohibit motorized use on the one-mile Red Flat Trail (unnumbered) located in the Hunter Creek Watershed.

Reason for Change: The Red Flat trail is partially located within the Red Flat Botanical Areas. Prohibiting motorized use would help protect unusual and sensitive plants indigenous to southwestern Oregon (Map 3 Box C).

Prohibit motorized use on approximately 33.2 miles of trail that include 16.9 miles on the Game Lake (# 1169) and Lawson Creek (#1173) trail system, 9.7 miles on the lower portion of the Illinois River Trail (#1161) and the “Nancy Creek” Trail northeast of Buzzards Roost (un-numbered), 1.2 miles of an un-numbered trail east of the Rogue River (near Shasta Costa Creek), and 5.4 miles on the Lower Rogue River Trail (#1168)¹⁰.

Reason for Change: These trails are proposed for closure in order to minimize or reduce impacts related to soils, water quality, and user conflict. The Lower Rogue River Trail (#1168) is partially located within the Potato Mountain Inventoried Roadless Area. Game Lake, Lawson Creek, Illinois River, and the unnamed trail are located within the North Kalmiopsis Inventoried Roadless Area. A portion of Game Lake is also located within the Sourgame Botanical Area (Map 3 Box B).

Prohibit motorized use on the 17.2-mile Silver Peak-Hobson Horn Trail (#1166) located on both the Gold Beach (8.8 miles) and Wild Rivers (8.4 miles) Ranger Districts and the and the 3-mile Fish Hook Trail (#1180), also located on both Ranger Districts.

Reason for Change: Portions of the Silver Peak-Hobson Horn and Fish Hook trails are located within the North Kalmiopsis IRA (Map 3 Box D).

c. Wild Rivers Ranger District Elements

Under Alternative 4, no off-road motorized travel for dispersed camping would be allowed on the Wild Rivers RD. Only authorized parking would be allowed adjacent to open roads (not to exceed 20 feet) or in previously constructed (existing) landings (see Section F, 2, this Chapter).

Prohibit motorized use on approximately 1.8 miles of the Little Silver Lake (#1184) Trail.

Reason for Change: The Little Silver Lake Trail is proposed for non-motorized use due to very steep slopes and erosive soils (Map 3 Box D).

Prohibit motorized mixed use on approximately 4.8 miles of Road 2512091 (Bald Mountain Road).

Reason for Change: This road borders the Kalmiopsis Wilderness and the Illinois River Trail. Prohibiting mixed use would lessen the likelihood of motorized users entering the Wilderness and gaining access to the trail (Map 3 Box D).

Prohibit motorized use on approximately 0.6 miles of Road 2600050.

Reason for Change: A portion of this road is proposed for closure due to jurisdiction issues associated with private land (Map 3 Box E).

Prohibit motorized use on approximately 11.3 miles of trail that currently allows motorized use on portions (or entirely) of the following trails: Taylor Creek (#1142), Big Pine Spur (1142A), Onion Way (#1181), Secret Way (#1182), Secret Way Spur (1182A), Briggs Creek (#1132), Red Dog (#1143), Phone (#1153), Dutchy Creek (#1146) Swede Creek (#1135).

¹⁰ There are three “Rogue River” trails on the Forest: the 48-miles Upper Rogue River Trail #1034 on the High Cascades RD; the 42-mile Upper Rogue River Trail # 1160 on the Gold Beach RD and Medford BLM; and the 13-mile Lower Rogue River Trail #1168 on the Gold Beach RD below Agnes.

Reason for Change: *Taylor Creek, Onion Way, Big Pine Spur, Secret Way Spur, Secret Way, Briggs Creek, Red Dog, Phone, and Dutchy Creek trails are all located in the general vicinity of Briggs Valley. Taylor Creek, Onion Way, Big Pine Spur, Secret Creek, and Swede Creek are proposed for closure due to issues associated with spotted owl sites, to be consistent with year-round closures on selected adjacent roads, and to reduce or minimize impacts in serpentine terrain. Briggs Creek, Red Dog, and Phone are located within the Briggs IRA. Dutchy Creek is located in serpentine soils and a portion of the trail is located in the North Kalmiopsis Inventoried Roadless Area (Map 3 Box E).*

Prohibit motorized use on approximately 3.9 miles of road including portions of Roads 4300011, 4300910, 4300920, 4300925 4201016, and 4103011. In addition, prohibit motorized use on approximately 4.4 miles of road including portions of Roads 4103087, 4201844, 4201846, 4201847, 2524015, and 2524048. These roads would still be open for permitted or limited administrative use.

Reason for Change: *The 4300 system is also primarily a jeep route located in the Canyon Creek and Josephine Creek areas. Limiting motorized use on a portion of this system is primarily due to water quality concerns associated with numerous creek crossings (Map 3 Box G).*

Roads 4201016 and 4103011 are located entirely within the Eight Dollar Mountain Botanical Area. These roads along the Illinois River are proposed for non-motorized use in order to prevent off-road damage to sensitive plants, wetlands, fens, and bog (Map 3 Box G).

Roads 4103087, 4201844, 4201846, 4201847, 2524015, and 2524048 are all located within either the South Kalmiopsis or Squaw Mountain Inventoried Roadless Areas (Map 3 Box G).

Prohibit motorized mixed use on approximately 10.8 miles of road where it is currently authorized on portions of Roads 4201029, 4201881, 4300011, 4300910 and 4300920.

Reason for Change: *These roads are also located in the Canyon Creek and Josephine Creek areas. The 4201881 road is partially located within Days Gulch Botanical Area. No mixed use is proposed in order to prevent OHV use in sensitive wetlands, bogs, and fens as well as impacts to plants within the Botanical Area (Map 3 Box G).*

Prohibit motorized use on approximately 7.6 miles of road including all or portions of Roads 4400445, 4400459, 4400460, and 4400480.

Reason for Change: *The 4400 road system is a jeep route that is partially located within and near Rough and Ready Flat and Oregon Mountain Botanical Areas. Road closures would help prevent motorized users from leaving the road system and entering these sensitive areas. In addition, these roads are located within the South Kalmiopsis Inventoried Roadless Area (Map 3 Box H).*

Prohibit motorized use on approximately 24.8 miles of road including all or portions of Roads 4402019, 4402112, 4402172, 4402206, 4402259, 4402450, 4402497, 4402530, and 4402550. These roads include the McGrew Trail and associated spurs.

Reason for Change: *The majority of the 4402 road system is located within the South Kalmiopsis IRA. Approximately ½ mile of the 4402019 is located within the Oregon Mountain Botanical Area (Map 3 Box H).*

Prohibit motorized use on approximately 15.2 miles of trail that currently allows motorized use on the following trails: Boundary Trail (#1207, Elk Creek (#1230), Mt. Elijah(#1206), Bigelow Lake (#1214), Bolan Lake (#1245), and Kings Saddle.

Reason for Change: *The Boundary, Mt. Elijah, and Bigelow Lake trails are located within the Kangaroo Inventoried Roadless Area. Portions of the Boundary and Bigelow Lake Trails are located within two Botanical Areas (Bigelow Lakes and Grayback Mountain). Bolan Lake and Kings Saddle trails are located within or adjacent to the Bolan Lake Botanical Area. Prohibiting motorized use would help protect unusual and sensitive plants indigenous to Southwestern Oregon (Map 3 Box I).*

d. Siskiyou Mountains Ranger District Elements

Off-road motorized travel for dispersed camping would only be allowed along certain designated Maintenance Level 2 and 3 roads (Map II-1). Also see common to all discussion, Section F, 3, this Chapter.

Prohibit motorized use on approximately 3.8 miles of trail that includes the Sturgis Fork (#903) and O'Brien Creek (#900) Trails.

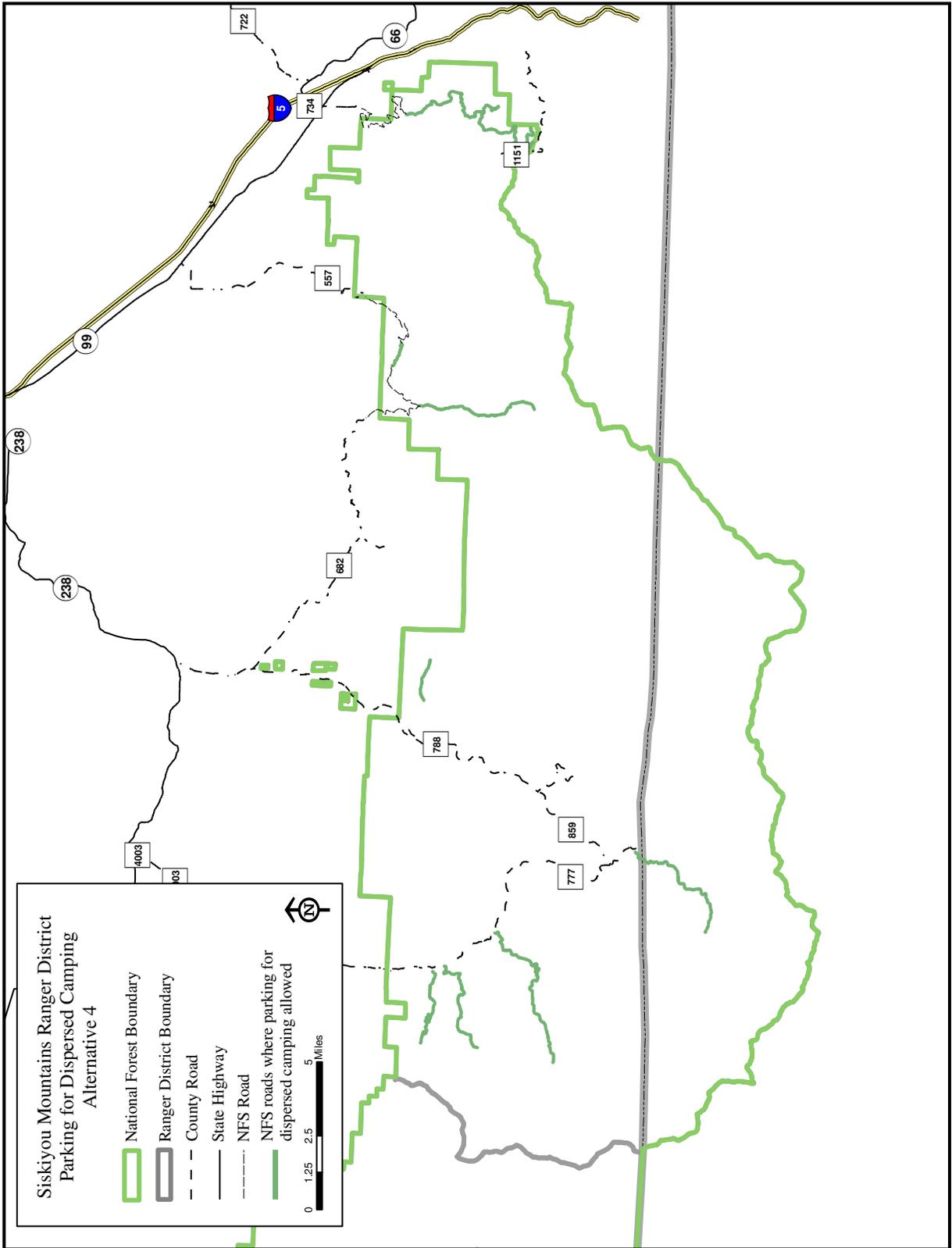
Reason for Change: *These trails are located within the Kangaroo Inventoried Roadless Area and are part of the Boundary complex of trails that include Elk Creek (#1230) and Bigelow Lake (#1214) on the Wild Rivers Ranger District. A portion of the O'Brien Creek trail is located within the Grayback Botanical Areas. Motorized closures would potentially reduce user conflict on these trails (Map 3 Box I).*

Prohibit motorized use on approximately 29.1 miles of trail that includes the Horse Camp Trail (#958, Cook and Green Trail (#959), and the Mule Mountain complex of trails: Mule Mountain (#919), Mule Creek (#920), Charley Buck/Baldy Peak (#918), and Little Grayback (#921).

Reason for Change: *The Horse Camp Trail, adjacent to Red Buttes Wilderness, climbs steeply through a Late-Successional Reserve (LSR) to the Siskiyou Crest and the Pacific Crest National Scenic Trail (PCNST). It is proposed for closure in order to minimize impact to soils and wildlife. In addition, the proposal for non-motorized use on this trail would discourage motorized use on the PCNST (Map 3 Box J).*

Cook and Green Trail is located within the Cook and Green Botanical Area. Prohibiting motorized use would help protect unusual and sensitive plants indigenous to southwestern Oregon. Horse Camp and Cook and Green trails are also located within the Kangaroo Inventoried Roadless Area while the Mule mountain complex is located within the Little Grayback Inventoried Roadless Area (Map 3 Box J).

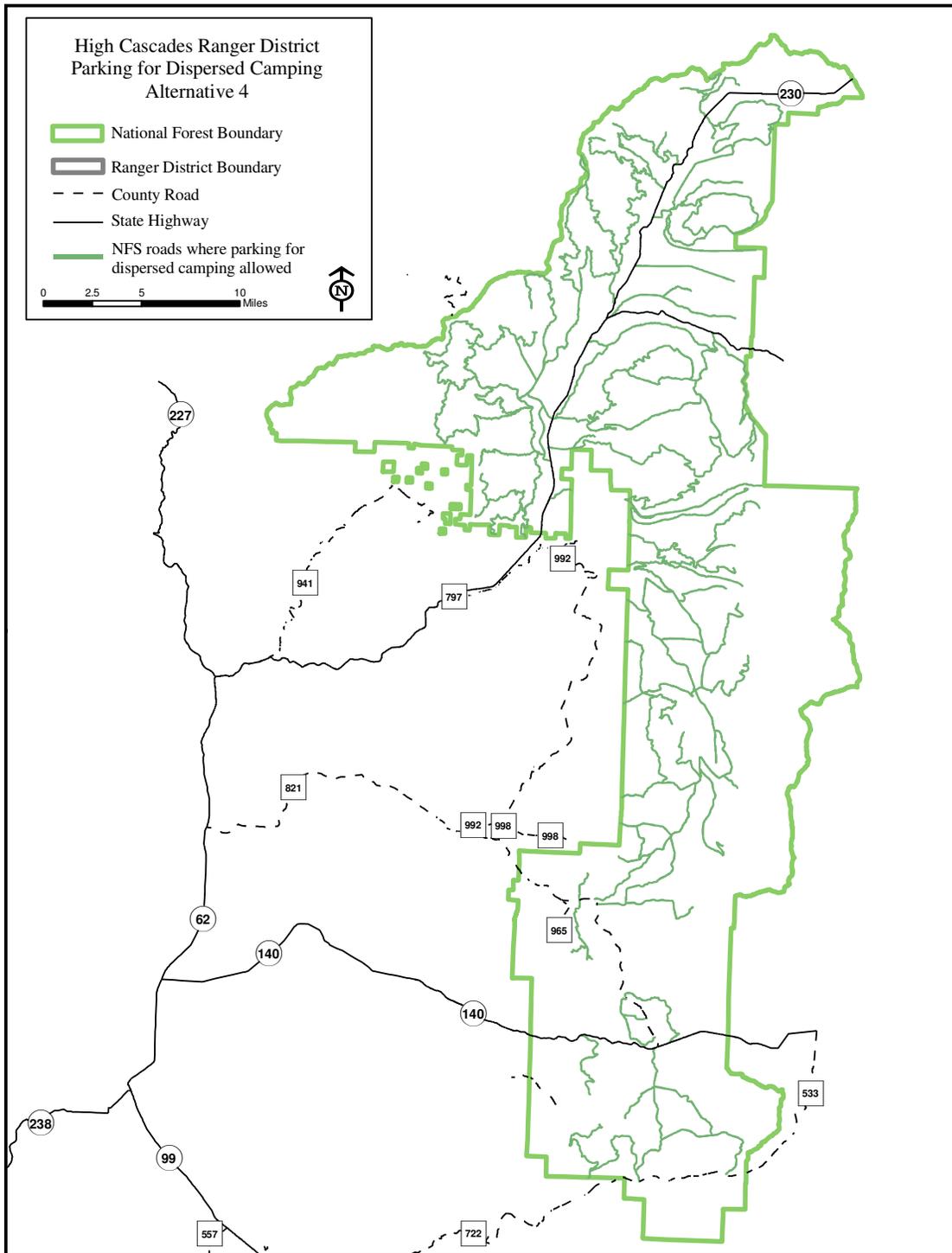
Map II-1. Siskiyou Mountains RD, Parking for Dispersed Camping, Alternative 4



e. High Cascades Ranger District Elements

There would be no changes on the High Cascades District. The Prospect OHV system would remain in place and current management practices would continue. Off-road motorized travel for dispersed camping would be allowed along currently identified “green dot” roads only (Map II-2). Also see common to all discussion, Section F, 3, this Chapter.

Map II-2. High Cascades RD, Parking for Dispersed Camping, Alternative 4



J. ALTERNATIVE 5-Preferred Alternative

Alternative 5 is based on the Forest's analysis of the transportation system process and aims to strike a balance for various forms of motorized use by identification of sustainable motorized use opportunities with minimal adverse resource impacts, and enacting the Travel Management Rule.

1. Function of Alternative 5

Alternative 5 would provide for a designated and managed system, enact changes to reduce existing resource damage from motorized use, and reduce social impacts such as user conflicts and safety concerns. Alternative 5 was developed as a combination of the Proposed Action (Alternative 3) and Alternative 4, including elements of both alternatives.

2. Description of Alternative 5

Based on the stated Purpose and Need for action and as a result of the recent analysis of the transportation system process, under Alternative 5, the Forest proposes to:

- Enact Forest-wide Plan Amendments to make the plans consistent with the Travel Management Rule. Two separate Forest Plans guide the Rogue River-Siskiyou National Forest.
- Enact project-level Forest Plan Amendments to make the plans consistent with current and historical motorized use.
- Formally designate approximately 3,467 miles of road where mixed use would be allowed. Mixed use is defined as designation of a National Forest System (NFS) road for use by both highway-legal and non-highway-legal motor vehicles.
- Construct one motorized trail to provide loop route opportunities (approximately 1.5 miles).
- Convert approximately 10 miles of NFS roads to motorized trails.
- Designate one area where off-road motorized use would be allowed. This would include continued use of the Woodruff area near Prospect. This area is located on the High Cascades Ranger District.
- Prohibit public motorized use on approximately 7 miles of roads and 37 miles of trail currently open in order to minimize or reduce resource damage.

Under Alternative 5, many of roads, trails and areas that are currently part of the Forest Transportation System and are open to wheeled motorized vehicle travel would remain designated for such use. This alternative was designed to take into account past patterns of OHV use on the Forest as well as other public motor vehicle use.

Where possible, routes creating connections between popular use areas were included to provide all-purpose access for destination travel, driving for pleasure, hunting, fishing, and other recreational activities, such as, travel to dispersed camping locations, specific features or destinations, or unique motorized recreation experiences, while directing OHV use onto routes where there is available mileage and connections to other routes open to OHVs.

3. Forest-wide Elements of Alternative 5

Under Alternative 5, amendments to the Rogue River and Siskiyou Land and Resource Management Plans would provide consistency with the 2005 Travel Management Rule. All roads and trails and areas would be closed to motorized use unless designated as open.

Alternative Design Strategy

Based on analysis of the transportation system, the following assumptions were used to design this alternative:

- All Maintenance Level 2, 3, 4, and 5 NFS roads would remain open to motorized use, except where: the road is known to be naturally closed or impassable, the road is causing unacceptable resource damage either directly or by allowing access to a sensitive area, or closed by Forest Order.
- All trails closed to motorized use by a Forest Order would continue to be closed to motorized use.
- No motorized use would be allowed on Maintenance Level 1 NFS roads unless the road is changed to Maintenance Level 2 (none are proposed) or converted to a trail that allows motorized use.
- For Maintenance Level 1 roads converted to motorized trails, maintenance would include:
 - “Log out” trees from the trail¹¹.
 - Maintaining drainage structures (culverts, drain dips, water bars, etc.).
 - Maintaining a clearing width of 6-8 feet and clearing height of 8-10 feet. This consists of brush and small tree removal. Low growing ground vegetation (grasses, herbs, forbs) would not be removed from cut banks, fill slopes, or from the former road bed.
- For motorized trail construction/reconstruction, the following would apply:
 - For Class III motorcycle trails, a solid sustainable tread 18-24 inches wide with a clearing width of approximately 6 feet and a clearing height of 8-10 feet would be created¹².
 - Utilize rolling drain dips, natural features, and a slightly out-sloped tread to divert water off the trail.
 - Locate trail to avoid cutting any trees greater than 8 inches in diameter. Maintain canopy closure.
 - For Class I quad trails, create a tread width that would be approximately 50 inches wide with a clearing width of 6-8 feet.

Under this alternative, approximately 4,530 miles of road and 230 miles of trail would be open to motorized use. Table II-8 below summarizes Alternative 5.

¹¹ Log out is a common trail maintenance term. It means cutting away trees that have fallen across the trail.

¹² Tread is the actual travel surface of the trail.

Table II-8. Alternative 5 Summary

Roads and Trails	Current Condition	Alternative 5	Change
Total NFS Roads	5,311 miles		
NFS Roads "open" to the public	4,537miles	4,530 miles	-7 miles
Open roads that allow mixed use	3,208 miles	3,176 miles	-32 miles
Open roads that prohibit mixed use	1,329 miles	1,361 miles	+32 miles
Total NFS Trails	1,199 miles	1,211 miles	+12 miles
NFS Trails that allow motorized use	255 miles	230 miles	-25 miles
New trail construction		1.5 miles	
Convert ML1 road to trail		10 miles	
Total area open to cross country travel	274,670 acres	20 acres	

For all Districts, the use of established motorized routes to traditional dispersed campsites would be encouraged. Establishment of new motorized routes would be discouraged.

Access to certain gravel bars along the Elk River, Rogue River, Illinois River, and Chetco River sites (see discussion, Section F, 3, this Chapter) is currently not part of the Forest road system. Under this alternative, these gravel bars would be identified as areas where motorized vehicle off-road travel is allowed.

The following elements of Alternative 5 are identified by each of the Ranger Districts on the Rogue River-Siskiyou National Forest.

In the following discussion, the text references the large map associated with Alternative 5 (available in map packet) to provide reference and context. .

4. District Specific Elements of Alternative 5

a. Powers Ranger District Elements

Prohibit motorized use on the 1-mile Big Tree Trail (#1150) south of Powers near the South Fork Coquille River.

Reason for Change: Big Tree Trail is located within the Big Tree Botanical Area (Map 4 Box A).

b. Gold Beach Ranger District Elements

An amendment to the Siskiyou Land and Resource Management Plan to make motorized use of portions of the Game Lake Trail (# 1169), the Lawson Creek Trail (#1173), the Illinois River Trail (#1161), the Silver Peak Hobson Horn Trail (#1166), and two unnamed connector trails consistent with Standards and Guidelines for the allocations through which it passes (Backcountry Recreation). See Appendix B for actual changes to the wording of the Forest Plan Standards and Guidelines.

Reason for Change: The Rogue River-Siskiyou National Forest is guided by two separate Forest Plans. These trails are located on the former Siskiyou National Forests. Historical and current motorized use of these trails is not consistent with Standards and Guidelines.

Prohibit motorized mixed use on approximately 12.5 miles of road where it is currently authorized on portions of Roads 1376010, 1376011, 1376012, 1376013, 1376014, 1376015, 1376019, 1376902, 1376906, and 1376908.

Reason for Change: A large portion of the 1376 road system is located on private land and does not provide loop opportunities except on roads over which the Forest Service has no jurisdiction (Map 4 Box F).

Prohibit motorized use on approximately 14.2 miles of trail that include 6.9 miles on the Game Lake Trail (# 1169), 4.1 miles on the Lawson Creek Trail (#1173), and 3.2 miles on a portion of the Illinois River Trail (#1161).

Reason for Change: These trails are proposed for non-motorized use in order to minimize or reduce impacts related to soils, water quality, and user conflict. Game Lake, Lawson Creek, and the Illinois River Trails are located within the North Kalmiopsis Inventoried Roadless Area. A portion of the Game Lake Trail is also located within the Sourgame Botanical Area. The Lawson Creek Trail is extremely steep on both sides of the Lawson Creek crossing and is subject to erosion. The lower half the Game Lake Trail is overgrown and in many cases cannot be followed by experienced hikers. This trail also requires a crossing of the Illinois River at its lower end (Map 4 Box B).

Convert approximately 9.3 miles of roads currently designated as Maintenance Level 1 to motorized trails. These roads are located in the upper Lawson Creek drainage near Fairview Mountain (3.7 miles on portions of Roads 3680351, and 3680353), near Signal Butte in the Hunter Creek drainage (3.9 miles on portions of Roads 3313103, 3680190, 3680195, and 3680220) and the Kimball Hill area in the Quosatana Creek drainage (1.7 miles on Road 3313117).

Reason for Change: Provide opportunities for Class I, Class II, and Class III motorized vehicles and provide for loop opportunities (Map 4 Box C).

Prohibit motorized use on approximately 0.8 miles of trail (#1164) in the Woodruff Meadow area.

Reason for Change: This trail travels through a meadow system that include wet areas. Elimination of motorized use would reduce resource impacts (Map 4 Box C).

Designate approximately 500 feet of paved road for motorized mixed use on a portion of Road 2308 (Burnt Ridge Road).

Reason for Change: Allowing mixed use on a portion of the this road would provide a connection between a motorized trail and a road system that allows motorized mixed use (Map 4 Box B).

c. Wild Rivers Ranger District Elements

Route-specific Forest Plan Amendments: An amendment to the Siskiyou Land and Resource Management Plan is proposed to make motorized use of the Boundary Trail (#1207) consistent with Standards and Guidelines for the allocations through which it passes (Research Natural Area). See Appendix B for actual changes to the wording of the Forest Plan Standards and Guidelines.

Reason for Change: The Rogue River-Siskiyou National Forest is guided by two separate Forest Plans. The Boundary Trail is located on the former boundary of the Rogue River and Siskiyou National Forests. The Forest Plans are inconsistent and provide conflicting guidance at this location as associated with the Boundary Trail.

Prohibit motorized mixed use on approximately 10.2 miles of road where it is currently authorized on portions of Roads 4400445, 4400459, 4400460, and 4400480.

Reason for Change: The 4400 road system is a jeep route that is partially located within and near LRMP designated Botanical Areas. Road closures would help prevent motorized users from leaving the road system and entering these sensitive areas (Map 4 Box H).

Prohibit motorized mixed use on approximately 11.9 miles of road where it is currently authorized on portions of Roads 4201029, 4201881, 4300011, 4300910 and 4300920.

Reason for Change: These roads are also located in the Canyon Creek and Josephine Creek areas. The 4201881 road is partially located within a LRMP designated Botanical Area. No mixed use is proposed in order to prevent OHV use in sensitive wetlands, bogs, and fens as well as impacts to plants within the Botanical Area (Map 4 Box G).

Prohibit motorized use on approximately 6.4 miles of road to public use including portions of Roads 4300011, 4300910, 4300920, 4300925, 4201016, and 4103011.

The 4300 system is also primarily a jeep route located in the Canyon Creek and Josephine Creek areas. A portion of this system is being proposed for non-motorized use primarily due to water quality concerns associated with numerous creek crossings (Map 4 Box G).

The 4201016 and 4103011 are located entirely within the Eight Dollar Mountain Botanical Area. These roads along the Illinois River are proposed for non-motorized use in order to prevent off-road damage to sensitive plants, wetlands, fens, and bogs (Map 4 Box G).

Convert approximately 0.3 miles of Road 2509640, currently designated as a Maintenance Level 1 road, to a motorized trail.

Reason for the change: Conversion of Road 2509640 would provide a ridge top connection to the existing Shan Creek Trail on the northeast portion of the District (Map 4 Box E).

Prohibit motorized use on approximately 0.6 miles of Road 2600050.

Reason for the change: A portion of this road is proposed for closure due to jurisdiction issues with private land (Map 4 Box E).

Prohibit motorized use on approximately 1.9 miles of trail that currently allows motorized use on the Silver Lake Trail (#1184).

Reason for Change: The Little Silver Lake Trail is proposed for non-motorized use due to very steep slopes and erosive soils. This trail is also within a Forest Plan allocation that prohibits motorized use (Backcountry Non-motorized) (Map 4 Box D).

Prohibit motorized use on approximately 11.1 miles of trail that currently allows motorized use on portions (or entirely) of the following trails: Taylor Creek (#1142), Big Pine Spur (1142A), Onion Way (#1181), Secret Way (#1182), Secret Way Spur (1182A), and Swede Creek (#1135).

Reason for Change: Taylor Creek, Onion Way, Big Pine Spur, Secret Way Spur, and Secret Way trails are all located in the Briggs Valley area. These are proposed for closure due to issues associated with spotted owl sites and to be consistent with year-round closures on selected adjacent roads. The Swede Creek Trail south of Briggs Valley is proposed for non-motorized use for the same reason as Briggs Valley (Map 4 Box E).

Prohibit motorized use on approximately 4.1 miles of trail that currently allows motorized use on portions (or entirely) of the following trails: Mt. Elijah(#1206), Bigelow Lake (#1214), Bolan Lake (#1245), and Kings Saddle (#1245A).

Reason for Change: The Mt. Elijah, Bigelow Lake, Bolan Lake, and Kings Saddle trails are all located within or adjacent to Botanical Areas. Prohibiting motorized use would help protect unusual and sensitive plants indigenous to southwestern Oregon (Map 4 Box I).

d. Siskiyou Mountains Ranger District Elements

An amendment to the Rogue River Land and Resource Management Plan to make motorized use of the Boundary Trail (#1207) and some connecting trails (#900 and #903) consistent with Standards and Guidelines for the allocations through which it passes. See Appendix B for actual changes to the wording of the Forest Plan Standards and Guidelines.

Reason for Change: The Rogue River-Siskiyou National Forest is guided by two separate Forest Plans. The Forest Plans are inconsistent and provide conflicting guidance at this location as associated with the Boundary Trail.

Prohibit motorized use on approximately 3.8 miles of the Horse Camp Trail (#958) that currently allows motorized use.

Reason for Change: This trail, adjacent to Red Buttes Wilderness, climbs steeply through a Late-Successional Reserve (LSR) to the Siskiyou Crest and the Pacific Crest National Scenic Trail (PCNST). It is proposed for closure in order to minimize impact to soils and wildlife. In addition, the proposal for non-motorized use on this trail would discourage motorized use on the PCNST. Note: motorized use is prohibited along the entire length of the 2,600-mile PCNST (Map 4 Box J).

Construct and relocate approximately 1.2 miles of the Penn Sled Trail (#957) east of Applegate Lake that would allow motorized use for Class III vehicles.

Reason for Change: The old Penn Sled Trail has not been maintained for a number of years. Construction of this trail would connect two existing motorized trail systems (Mule Mountain and Elliot Ridge) and would avoid private land issues associated with the old trail location (Map 4 Box J).

e. High Cascades Ranger District Elements

There would be no changes on the High Cascades Ranger District under this alternative.

K. MITIGATION MEASURES COMMON TO ALL ACTION ALTERNATIVES

This section discusses mitigation measures to insure that applicable management objectives are met for each of the Action Alternatives. Upon a final decision as documented in a Record of Decision, selected measures would become a requirement.

The Forest Service is required by the Council on Environmental Quality (CEQ) Regulations for implementing the procedural provisions of NEPA to identify all relevant, reasonable mitigation measures that could improve the project. Mitigation, as defined in the CEQ Regulations (40 CFR 1508.20) includes:

- Avoiding the impact altogether by not taking a certain action or parts of an action.
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifying or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- Compensating for the impact by replacing or providing substitute resources or environments.
- Rectifying the impact by repairing, rehabilitating or restoring the affected environment.

Proposed mitigation measures and standard operating procedures designed to avoid or minimize adverse effects (or implement positive impacts) for the Action Alternatives are identified by resource topic area. While some recommendations are specific, many are stated as general concepts. Therefore, site-specific information would be incorporated into the project design and implementation as mitigation measures.

Mitigation measures identified herein are specific to the implementation of actions considered within this EIS. Standards and Guidelines and mitigation measures identified in the Land and Resource Management Plans as amended by the Northwest Forest Plan are also incorporated by reference as required measures.

The effectiveness and feasibility of the mitigation measures are assessed based upon the following rating systems identified in Table II-9. These ratings are applied to all mitigation measures, except the Standard Operating Procedures identified in the next section. Each measure identifies the code for effectiveness and feasibility at the end of the statement or paragraph. Ratings were determined by professional resource specialists based on current scientific research and/or professional experience or judgment.

Table II-9. Effectiveness and Feasibility of Mitigation Measures

EFFECTIVENESS (E)

E1	Unknown or experimental; logic or practice estimated to be less than 75%; little or no experience in applying this measure.
E2	Practice is moderately effective (75 to 90%). Often done in this situation; usually reduces impacts; logic indicates practice is highly effective but there is minimal literature or research.
E3	Practice is highly effective (greater than 90%). Almost always reduces impacts, almost always done in this situation; literature and research can be applied.

FEASIBILITY (F)

F1	Unknown or experimental; little or no experience in applying this measure; less than 75% certainty for implementation. May be technically difficult or very costly. May be legally or socially difficult.
F2	Technically probable; greater than 75% certainty for implementation as planned; costs moderate to high in comparison to other options. Legally or socially acceptable with reservations.
F3	Almost certain to be implemented as planned; technically easy; costs low in comparison to other options. Legally or socially expected.

1. Public Safety

- Roads and trails must meet minimum road or trail standards as defined by the Forest Service Handbook FSH section 7700 for roads, or the Forest Service Standard Specifications for Constructions of Trails (EM-7720-102). **(E3, F3)**
- A sign plan will be implemented to adequately sign trail and road intersections and mixed use roads. **(E3, F3)**
- When signing is needed to warn highway traffic about the presence of non-highway-legal vehicles, a standard warning sign, (in a diamond shape, with reflective yellow background and black graphics and letters) with an all-terrain vehicle graphic (RL-170) and a yellow supplemental placard with the wording “SHARE THE ROAD” (W16-1) may be used. An additional placard with the wording “NEXT XX MILES” (W16-3a) or “BEYOND THIS POINT” (W16-3) may also be added. A rectangular yellow sign with black graphics and lettering showing a passenger car graphic and an appropriate non-highway-legal vehicle graphic and the wording “SHARE THE ROAD” (FW8-7) may also be used. See EM-7100-15. **(E3, F3)**

2. Hydrology and Riparian Reserves

- Design new trails to avoid springs, seeps, and wetlands. **(E3, F3)**
- Design new trails to avoid stream channel crossings where possible. If stream channel crossings are necessary to maintain the connectivity of the trail network, design trails to cross the stream channels perpendicular to the drainage to minimize the potential for sediment delivery. **(E3, F2)**

3. Erosion and Sedimentation

- Stream crossing construction or reconstruction will not occur during the wet season (October 15 to June 15) when the potential for soil erosion and water quality degradation exists. This restriction could be waived by the Responsible Official under dry conditions and with a specific erosion control plan (e.g., rocking, waterbarring, seeding, mulching, barricading). **(E3, F3)**
- Minimize vegetation clearing to the maximum extent possible to maintain stream bank stability, while maintaining the safety of riders. **(E3, F3)**

4. Fish and Aquatic Species

- For any trail construction/reconstruction all State and Federal requirements for maintaining water quality will be met. Work requirements include the following: **(E3, F3)**
 - Mechanized equipment will be inspected and cleaned before moving onto the project site in order to remove oil and grease, noxious weeds and excessive soil.
 - Hydraulic fluid and fuel lines on heavy mechanized equipment must be in proper working condition in order to avoid leakage into streams.
 - Waste diesel, oil, hydraulic fluid and other hazardous materials and contaminated soil will be removed from the site and disposed of in accordance with DEQ regulations. Areas that have been saturated with toxic materials will be excavated to a depth of 12 inches beyond the contaminated material or as required by DEQ.
 - Equipment refueling will be conducted within a confined area outside Riparian Reserves.
 - Use spill containment booms or other equipment as required by DEQ.
 - Equipment containing toxic fluids will not be stored in or near (within 300') of a stream channel.

5. Terrestrial Wildlife

Spotted Owl Restrictions

- Work activities that produce loud noises above ambient levels will not occur within specified distances of any documented or generated owl site (Table II-10) during the critical early nesting period, March 1 and June 30, or until two weeks after the fledging period. This seasonal restriction may be waived if protocol surveys have determined the activity center is not occupied, owls are non-nesting, or owls failed in their nesting attempt. **(E3, F3)**

- The distances listed below may be shortened (with USFWS Level 1 Team concurrence) if substantial topographical breaks or blast blankets (or other devices) would muffle sound between the work location and nest sites. **(E3, F3)**
- The Ranger District or Forest Biologist has the option to extend the restricted season until September 30 during activities, based on site-specific knowledge (such as a late or 2nd nesting attempt). Design measures can be waived if site-specific biological evaluation by the biologist indicates seasonal protection is unwarranted. **(E3, F3)**
- Delay any project activities located within the nest patch until September 30 unless the biologist determines young are not present, or until two weeks after the fledging period. **(E3, F3)**

Table II-10. Spotted Owl Restriction Distances

Activity	Zone of Restricted Activity
Heavy Equipment (including non-blasting quarry operations)	105 feet (35 yards)
Chain saws	195 feet (60 yards)
Motorized vehicle use	195 feet (60 yards)
Impact pile driver, jackhammer, rock drill	195 feet (60 yards)
Small helicopter or plane	360 feet (120 yards)
Type 1 or Type 2 helicopter	0.25 miles*
Blasting; 2 pounds of explosive or less	360 feet (120 yards)
Blasting; more than 2 pounds of explosives	1 mile

* If less than 1,500 feet above ground level.

Above-ambient noises further than these Table II-10 distances from spotted owls are expected to have either negligible effects or no effect to spotted owls. The types of reactions spotted owls could have to noise that are considered to have a negligible impact includes flapping of wings, turning the head towards the noise, hiding, assuming a defensive stance, etc. (USFWS 2003).

Marbled Murrelet Restrictions

Table II-11. Murrelet Restriction Distances

Activity	Zone of Restricted Activity
Heavy Equipment (including non-blasting quarry operations)	300 feet (100 yards)
Chain saws	300 feet (100 yards)
Motorized vehicle use	300 feet (100 yards)
Impact pile driver, jackhammer, rock drill	300 feet (100 yards)
Small helicopter or plane	360 feet (120 yards)
Type 1 or Type 2 helicopter	0.25 miles*
Blasting; 2 pounds of explosive or less	360 feet (120 yards)
Blasting; more than 2 pounds of explosives	1 mile

* If less than 1,500 feet above ground level.

Table II-12. Disturbance Criteria for the Protection of Marbled Murrelet

Disturbance	For Survey Areas A and B work activities (such as tree felling, yarding, road and other construction activities, hauling on roads not generally used by the public, muffled blasting) which produce noises above ambient levels will not occur within specified distances (see Table II-11) of any occupied stand or unsurveyed suitable habitat between April 1 – August 5. For the period between August 6 – September 15, work activities will be confined to between 2 hours after sunrise to 2 hours before sunset.
Disturbance	Blasting (open air/unmuffled) – No blasting activities 1 April through 15 September within 1.0 mile of occupied stands or unsurveyed suitable habitat. This distance may be shortened if significant topographical breaks or blast blankets (or other devices) muffle sound traveling between the blast and nest sites or less than 2 lbs of explosives are used. If so, then use described distance.
Disturbance	Recommended Delay project implementation until after September 15 where possible
Disturbance	Recommended Between 1 April and 15 September, concentrate disturbance activities spatially and temporally as much as possible (e.g., get in and get out, in as small an area as possible; avoid spreading the impacts over time and space).

6. Invasive Non-native Species

Invasive Plants

- Mechanical trail construction and maintenance equipment will be power-washed and free of all soil and vegetative material before entering a project area and prior to moving from site to site (field washing). A field washing station will include a high pressure pump, containment mat, filter system, and a holding tank. Filtered solids will be properly disposed. A Botanist may decide to forgo the requirement for field washing if weed species and densities are similar at all work sites. **(E3, F2)**
- Noxious weed populations in existing quarries and stockpiles will be treated prior to any authorized use. **(E3, F3)**
- Noxious weeds along trails will be inventoried and treated. Inventories will occur periodically. Treatments will be scheduled by priority and will occur based on the potential of the weed population to cause economic or environmental harm or harm to human health. These weed inventories and treatments would occur depending on available funding and workforce. **(E2, F2)**
- This EIS and these mitigation measures incorporate by reference the Decision Notice signed by J. Michael Lunn, Forest Supervisor, on September 1, 1999 for the Environmental Assessment for Integrated Noxious Weed Management on the Rogue River National Forest (RRNF Weed Management Plan). **(E3, F3)**
- This EIS and these mitigation measures also incorporate by reference the Standards and Guidelines added to the RRNF and SNF LRMPs by the Regional Forester’s October 2005 ROD for Preventing and Managing Invasive Plants. These standards form the basis for many of the design elements and more specific mitigation measures described in this sub-section.
 - Limit activities at sites with known infestations of Oregon Dept. of Agriculture A, B, and T-listed noxious weed species (excluding bull thistle and Klamath weed). Treat known occurrences in accordance with the RRNF Weed Management Plan before project implementation if activities must occur in these areas. Continue annual treatments as long as activities continue in these areas. **(E3, F2)**

- Heavy equipment and machinery will be cleaned of dirt, mud, and plant parts before arriving at a project area. If working in a portion of a project area infested with Oregon Dept. of Agriculture A, B, and T-listed noxious weed species (excluding bull thistle and Klamath weed), wash and/or clean equipment and machinery on-site before moving or leaving the area. **(E3, F2)**
- Use the cleanest rock source possible, if aggregate is needed. If possible, do not grade or disturb road shoulders in the vicinity of noxious weed occurrences. If soil disturbance (grading, road reconstruction, road maintenance etc.) must occur, do so after infestations have been treated. If grading must occur, grade into an infestation, not away. **(E3, F2)**

Invasive Pathogens

- Comply with Federal and State regulations regarding *P. ramorum*. Soil from infested sites shall not be transported outside the currently designated quarantine area unless subjected to approved and officially verified sterilization treatment. Movement of restricted or regulated plant materials to locations outside the quarantine area shall comply with current regulations. **(E3, F2)**
- Public Information: Increase public awareness of Port-Orford-cedar root disease and the need to control it by using informational signs on or at trailheads, gates, and other closures, and holding coordination meetings with adjacent industrial and small woodland landowners. **(E3, F2)**
- Road Management Measures: Implement proactive disease-prevention measures: road design features include pavement over other surfacing, surfacing over no surfacing, removal of low water crossings, drainage structures to divert water to areas unfavorable to the pathogen, and waste disposal. **(E3, F2)**
- Wash boots, tools, vehicles, and equipment prior to entering in uninfested project areas, when leaving infested areas to enter in uninfested areas, and when leaving the project areas to minimize the transportation of infested soil to uninfested areas. **(E3, F2)**
- Project areas should be compartmentalized by road system in areas with mixed ownership (Federal and private). A road system with infested areas and noninfested areas will be considered infested. Washing areas should be placed at optimum locations for minimizing spread, such as at entry/exit points of the road system with Federal control. Washing should take place as close as possible to infested sites. Wash water will be from uninfested water sources or treated with Clorox bleach. Wash water should not drain into watercourses or into areas with uninfected POC. **(E3, F3)**

7. Protection of Special Status Plant Species

- Conversion of ML1 Road 4402494 (Cedar Springs to Biscuit Hill) will require additional survey of *Arabis macdonaldiana* to re-route or re-design the trail to avoid individuals. **(E3, F3)**

L. IMPLEMENTATION STRATEGY

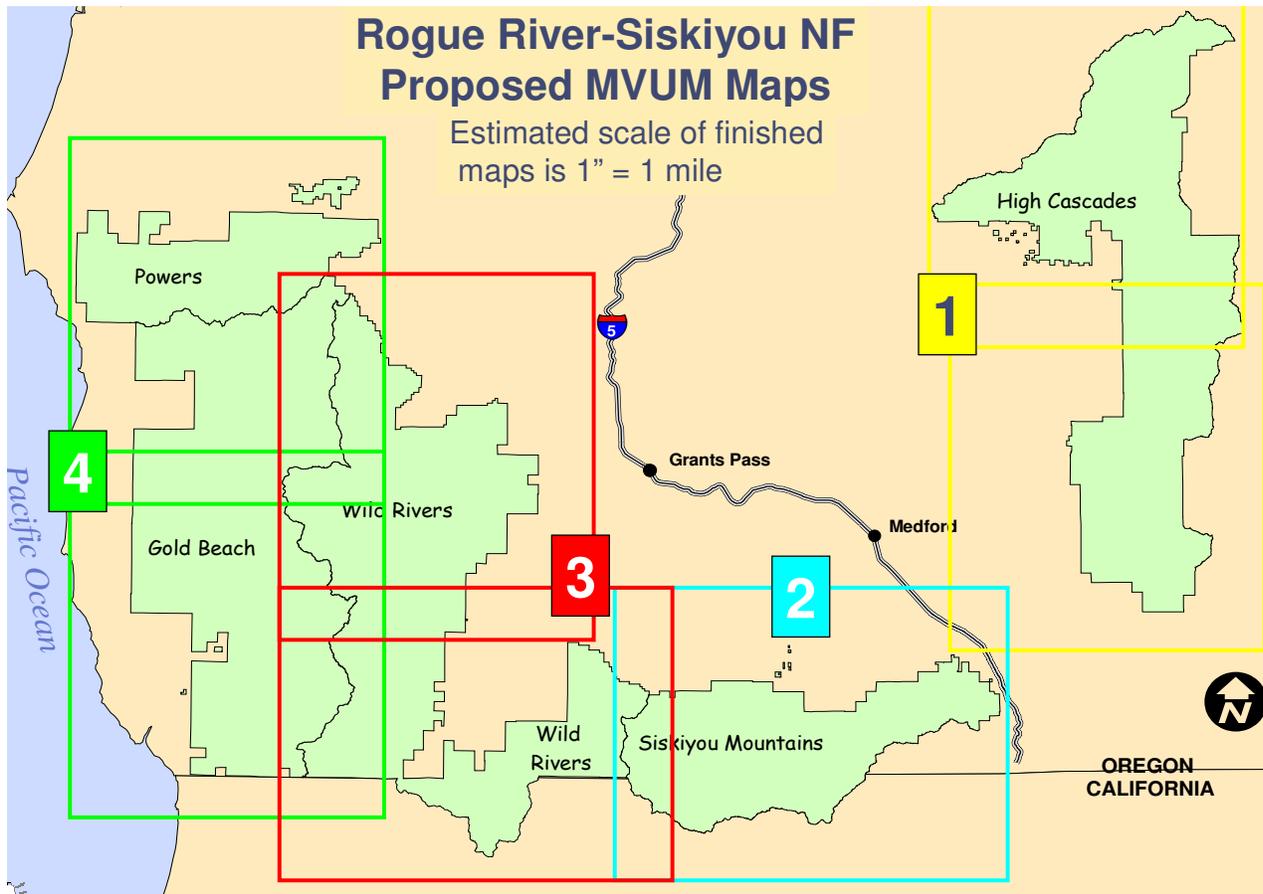
The Forest Service developed the following strategies to be used as part of all of the Action Alternatives to improve implementation of the designated route system for motorized use:

- Produce a primary Motor Vehicle Use Map (MVUM) following National Forest Service standards that indicates which routes are designated open to the public by type of vehicle per route and season open for use. This map would also identify areas where cross-country travel for dispersed camping would be allowed. This MVUM would be made available to the public free-of charge. There may be some changes as implementation occurs on the ground. Authorized use, use restrictions, and operating conditions would be revised in future decisions as needed to meet changing conditions or management strategies (adaptive management).
- Provide clear, consistent, and adequate signage that identifies routes designated open by type of vehicle per route and season open for use corresponding to the public MVUM and local travel map. Signing of dead-end routes leading to/stopping at rivers, streams, meadows, and other sensitive resources will be a priority to help protect resources from public wheeled motor vehicle damage.
- Development of a public education strategy is desirable that would include public meetings, workshops, and other forums to educate forest users about the designated route system, to assist the public with reading the public MVUM, to educate Forest users about the potentially adverse effects of their activities, and to discuss how the public can help with implementation of the designated system by volunteering for maintenance activities, enforcement of the rules, and education of other forest users.
- Development of a public volunteer strategy that would identify opportunities for the public to help implement, enforce, maintain, and fund the designated route system is desirable.

MVUM Publication

A key consideration in route and area use designation for the Motor Vehicle Use Map is geographic scale. Early in the process, the RRSNF decided to conduct analysis with one process and one interdisciplinary team planning effort for the entire Forest. Specific analysis has focused on the areas represented by the four Motorized Vehicle Use Maps reflecting designated routes and areas that would be published at the district scale. These four areas are shown on Map II-3 below.

Map II-3. MVUM Publication Areas and Scale



M. MONITORING COMMON TO ACTION ALTERNATIVES

Monitoring is important for tracking the implementation of a project; ensuring projects are implemented as planned, as well as to measure success in meeting the stated project goals, objectives, and required mitigation.

This Section of the EIS discusses monitoring elements and requirements for proposed management activities, under the recommended strategy for action, or any other action selected under the NEPA process.

Monitoring includes a full spectrum of techniques and methods should be used to evaluate the results obtained from monitoring. Evaluation techniques include, but are not limited to:

- Site-specific observations by on-site resource specialists.
- Field assistance trips by other technical specialists.
- On-going accomplishment reporting processes.
- Formal management reviews on a scheduled basis.
- Discussions with other agencies and various public users.
- Interdisciplinary team reviews of monitoring results.
- Involvement with existing research activities.
- Review and analysis of records documenting monitoring results.
- Re-measuring existing permanent inventory plots.
- Review of current applicable research.

Recommended Monitoring Elements

Authorized use of designated roads and trails will continue to be monitored. Current monitoring includes surveys of road and trail conditions by road engineers and recreation specialists on a regular basis. Monitoring includes an evaluation of consistency with the Rogue River and Siskiyou National Forest Land and Resource Management Plans and compliance with these travel management decisions, and would required mitigation measures.

Monitoring would be used to identify potential effects on the following, with the objective of minimizing: (1) damage to soil, watershed, vegetation, and other forest resources; (2) harassment of wildlife and significant disruption of wildlife habitats; (3) conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands; and (4) conflicts among different classes of motor vehicle uses of National Forest System lands or neighboring Federal lands (36 CFR 212.55).

Designations may be revised as needed to meet changing conditions (36 CFR 212.54). Revisions to designations, including revisions to vehicle class and time of year, will be made in accordance with FSM 7712, 7715, and 7716. When a designated route is temporarily closed for more than 1 year, the MVUM would be updated to reflect the closure. When the route is reopened, the MVUM would be updated to reflect the reopening. No additional travel or environmental analysis would be required to support these temporary changes, which do not affect the underlying designation.

N. ALTERNATIVES AND ELEMENTS CONSIDERED BUT ELIMINATED FROM DETAILED STUDY

Federal agencies are required by NEPA to rigorously explore and objectively evaluate all reasonable alternatives and to briefly discuss the reasons for eliminating any alternatives that were not developed in detail (40 CFR 1502.14). Public comments received in response to the Proposed Action provided suggestions for alternative methods for achieving the Purpose and Need. Some of these alternatives may have been outside the scope of the Purpose and Need, duplicative of the alternatives considered in detail, or determined to be components that would cause unnecessary environmental harm. Therefore, a number of alternatives or alternative elements were considered, but dismissed from detailed consideration for reasons summarized below.

Many comments and suggestions were received during the Scoping process, throughout the analysis of the transportation system, and during the Comment Period on the DEIS. All suggestions and ideas were considered and discussed during the development of alternatives to the agency's Proposed Action.

1. Alternatives Related to Route Designation

Alternatives, elements and ideas that are related to route or area designation that were considered but not analyzed in detail include:

Prohibit OHV use on the Forest. Only public highway-licensed wheeled motor vehicles would be permitted on existing NFS roads. The public proposed this alternative during Scoping to eliminate the environmental and social impacts from off highway vehicles. The stated Purpose and Need is: "The *purpose* for action is to enact the Travel Management Rule. Motorized use is a popular use and is an important form of recreation for many individuals, families, and groups. A designated and managed system is *needed* to provide this use. Increased demand for motorized use, lack of designated areas/routes, and the inconsistent direction contained in the Forest Plans, has led to resource damage and social impacts, user conflicts, and safety concerns." Prohibiting OHV use on the Forest fails to meet the Purpose and Need for this project and was therefore eliminated from detailed study.

Limit OHV, truck, and automobile use to NFS roads. Do not allow these vehicles on trails or going cross-country. The public proposed this alternative during Scoping and the DEIS Comment Period to restrict where larger motor vehicles travel. Some individuals felt that these larger vehicles widen the trails designed and managed for motorcycles, thereby degrading the recreation experience. Others felt that these larger vehicles cause damage to trails and should be restricted to roads that are able to sustain the impacts from their use. As noted above, part of the Purpose and Need is: "Motorized use is a popular use and is an important form of recreation for many individuals, families, and groups. A designated and managed system is *needed* to provide this use." Motorized trails provide a diversity of opportunities for different types of wheeled motor vehicles. Some trails are single-track only, and it is appropriate to designate such routes for motorcycle use only. However, other trails have been designed for, or have been historically used by, various other wheeled motor vehicles such as 4WDs and OHVs. Limiting wheeled motor vehicles other than motorcycles to NFS roads only, would fail to provide a diversity of road/trail opportunities, or a balance of experiences for the various wheeled motor vehicle classes, as well as inconsistencies with current trail designs and historical uses. Limiting OHV, truck, and automobile use to NFS roads would fail to meet the Purpose and Need for this project and was therefore considered but eliminated from detailed study.

Designate all NFS and unauthorized routes that are determined to be compliant with Forest Plan Standards and Guidelines. Alternative 2 allows use on all existing motorized NFS routes and would prohibit use of the unauthorized routes on the RRSNF. Developing another alternative that includes all NFS and unauthorized routes that are determined to be compliant with LRMP standards and guidelines was considered. After reviewing the public input from the public meetings, interested groups, and interested individuals, an assessment of unauthorized roads or trail was conducted by each Ranger District to determine which routes would be carried forward to the Proposed Action.

Individual routes were evaluated against screening criteria designed to highlight whether a proposed route was a desired recreation opportunity, would result in unmanageable impacts to resources, had impacts to private land or access, or was consistent with existing plans. Designating all unauthorized routes determined to be consistent with Standards and Guidelines would fail to address these concerns, as well as fail to meet the Purpose and Need for this project to better manage public wheeled motor vehicle travel and address the National Travel Management Rule of 2005 and its associated criteria (see Purpose and Need statement above). Therefore, this alternative was considered but eliminated from detailed study.

Consider Actions to Construct, Reconstruct and Conduct Maintenance on Roads and Trails. Comments were received that raised issues and concerns relevant to conditions on specific roads and trails (i.e., facility issues). For example a concern about erosion and sedimentation of streams is primarily a facility issue, not a “use” issue. Actions that would repair current conditions are not necessarily part of the proposals under this EIS to designate where motorized use would be permitted. There may be more impacts from construction, reconstruction and maintenance of roads and trails, than by use, which is mostly already occurring. The Forest Service intends to address actions to construct, reconstruct and conduct maintenance on roads and trails through future site-specific analysis, consistent with applicable NEPA procedures, once a decision is made through this designation process on the types of uses that are to be managed for on each specific route.

This decision is needed first so that the agency knows the use or uses to be designed for in future proposals for road and trail construction, reconstruction, or maintenance. The scope of this analysis was limited to those actions described in Chapter I and proposed in Chapter II. Therefore, these actions were considered but eliminated from detailed study.

There is a need for a safe place for OHV use in Brookings area; how about a play area?

A motorized play area in the Brookings area was considered by the planning team but no suitable location was identified by the public or the team. Therefore, this alternative was considered but was eliminated from detailed study.

Consider a comprehensive authorized trail use plan for all types of trail uses e.g., mountain bike, equestrian, hiking. A comprehensive trail use plan for all types of uses is not within the scope of the project; this project is for motorized uses for roads, trails and areas as directed by the 2005 Travel Management Rule. There is no policy or direction or Federal funding to conduct this type of analysis. Therefore, this idea was eliminated from detailed study.

Designate all single-track trails for motorcycle use

This idea was considered but some existing single-track trails are not designed or conducive to motorized use. This would also affect (change) diversity for all types of uses, in favor of motorized use exclusively. This would not address the stated Purpose and Need. Therefore, this alternative was eliminated from detailed study.

Provide winter OHV opportunities in lower elevation areas not critical to big game winter range. This idea for an alternative was considered, however no low elevation routes outside of winter range were identified on the RRSNF to provide this opportunity.

Put gate on Road 5502-020; motorized trail use may conflict with private landowner goals.

The 5520-020 Road remains open in all alternatives except at the crossing of Bald Mountain Creek where a bridge was removed in 2008 for safety reasons. There are no plans to replace this bridge in the near future due to lack of funds. However, private property owners can still access the 5502-020 road by alternate routes from the east and west. Therefore, this suggestion was considered but eliminated from detailed study.

Need a one mile buffer for noise adjacent to Wilderness, Wild and Scenic Rivers, etc.

While some public may consider sounds from motorized vehicles offensive, there is no requirement for a buffer to these land designations/allocations. To do so would also conflict with Land Management Plan direction and national Forest Service policy. Therefore, this idea was considered but eliminated from detailed study.

Consider a “citizens alternative” or a pro-motorized use alternative.

Several types of alternative packages were received during scoping that identified with these and similar themes. The RRSNF has chosen not to represent these alternatives as received because there would simply be too much change, confusion, debate and duplication with numerous alternatives and themes. For the Final EIS, the RRSNF has chosen to focus on a limited number of alternatives, representing an adequate range for consideration.

Consider expansion of the Green Dot system.

This suggestion was received based on the success of this system for managing access within big game winter range during hunting season. It was considered, but found to be duplicative of the Travel Management Rule. It only varies in the way that roads are designated as open. The MVUM as associated with the Travel Rule will effectively replace the green dot system and is similar in many ways. The Forest Service is obligated to enact the Travel Rule. Therefore, this idea was considered but eliminated from detailed study.

Under the current condition, routes lacking documentation (before NEPA) should be analyzed as new unauthorized roads. The assumptions regarding the current condition are stated in Chapter II. Under the Travel Rule, there is no requirement to analyze existing routes and uses as new routes, with consideration as new NEPA. It would further not be practical and was considered but eliminated from detailed study.

Do not close potential access on specific roads for South Coast Lumber.

Specific routes (Road 1376, 1503050, and 3300090) were identified as concerns for closing or precluding future use under this process (and should remain open). A road not showing on map and potentially not appearing on the MVUM does not mean they are being closed or decommissioned at this time. Under the Action Alternatives, opportunities for future use as a road are not being precluded. The conversion of an existing road as a motorized trail does not preclude its future use as a road. This concern was therefore considered but eliminated from detailed study.

Consider an alternative with specific routes associated with Boundary Trail.

As noted above, specific alternative packages were considered. Specific connector routes associated with Boundary Trail have been considered; the specific package as presented was considered but eliminated from detailed study.

Consider trail connecting Roads 3680 and 1703.

Comments to the DEIS suggested consideration of a loop trail connecting Roads 3680 and 1703 (T37, R13, S 8 & 17). It was suggested that this would provide a logical loop, fire access and would help to avoid conflicts with cars and trucks. This connecting trail opportunity was not identified or considered during Travel Analysis process. This connection would only lessen conflicts with cars and trucks on approximately 2 miles of road. Furthermore, it would not connect with any other trails in the area. It was therefore eliminated from detailed study with this process. This connection remains as a future opportunity for consideration, outside of this process.

Consider replacing Frog Lake Bridge (3313100) with OHV/foot traffic bridge.

Comments to the DEIS suggested consideration of replacement of the Frog Lake Bridge with an OHV/foot traffic bridge, missing since the Biscuit Fire. This opportunity was not identified or considered during Travel Analysis process. It was therefore eliminated from detailed study with this process. This connection remains as a future opportunity for consideration, outside of this process.

Moving Kalmiopsis Wilderness boundary would open more use from Agness to Selma.

Currently the northern edge of the Illinois River Trail defines the northern boundary of the Kalmiopsis Wilderness. Comments to the DEIS suggested that if that boundary were moved about three feet to the southern edge of the trail, then the trail could be left open all the way through from Agness to Selma – for motorcycles (Sept 15th through May 15th). Wilderness boundaries are established by Congress. Increases or decreases in Wilderness acreage (or moving boundaries), is not within the jurisdiction of the Forest Service, is outside the scope of this analysis and was therefore eliminated from detailed study with this process.

Mt. Elijah Trail: connect to Sucker Creek drainage via Road 098 or 092.

Comments to the DEIS suggested that it is important and common sense to have connectors to prevent dead ends and mandatory uphill climbs to get back to the point of trail entry. Commentors suggested consideration of the Mt. Elijah Trail with a connection to Sucker Creek drainage via Road 098 or 092. This opportunity was not identified or considered during Travel Analysis process. It was therefore eliminated from detailed study with this process. This connection remains as a future opportunity for consideration, outside of this process.

Opportunity to connect Road 610 to the Bear Camp Road.

Comments to the DEIS suggested consideration of an opportunity to connect Road 610 to Bear Camp Road. The 610 Road (Maintenance Level 1) branches off the 650 Road and extends to about the center of section 18. Construction of a new motorized trail in this vicinity would not appreciably improve motorized opportunities in this area as the connection only leads to dead end roads in the immediate vicinity that connect to Bear Camp Road. It was therefore eliminated from detailed study with this process.

Road 4402112 should terminate at junction with 019; possible parking and trailhead

location. Comments to the DEIS suggested Road 4402112 should only be open to motorized use from its beginning at 4402 to the “fire safe zone” at the junction with 4402019. The “fire safe zone” would be a good parking area and trailhead for campers, hunters, hikers and horseback riders. Forest Service analysis between the Draft and Final EIS identified that there is already a well established trailhead beyond the junction of the 4402112 and the 019 Roads. There would be no reason to incur the costs associated with moving this trailhead to the junction suggested. It was therefore eliminated from detailed study with this process.

Consider connecting Road 310 with Road 3318 to create a loop access.

Comments to the DEIS suggested that the Lawson Creek Road 310 remain open to ATV Class I and Motorcycle Class III use. In addition, a connection of Road 310 with Road 3318 (Wildhorse Road) was suggested, thereby creating a loop access. This opportunity was not identified or considered during Travel Analysis process. It was therefore eliminated from detailed study with this process. This connection remains as a future opportunity for consideration, outside of this process.

Consider permanent closure of Road 990 (T35S, R11W, section 5) to motorized use.

Comments to the DEIS suggested that of Road 990 be permanently closed (now gated at the top) with no motorized use allowed. This closure would provide a fine recreational hiking experience to Shasta Costa Creek. This opportunity was not identified or considered during Travel Analysis process. It was therefore eliminated from detailed study with this process. This connection remains as a future opportunity for consideration, outside of this process.

2. Ideas Related to Management of Motorized Use

The following are suggested ways that the current system may be managed and as such were not considered as alternatives. In other word, these suggestions are not related to the question of whether a NFS road, trail, or area is designated open. Many decisions currently in place provide for the application of seasonal closures as needed for resource protection.

Establish Noise Restrictions on Motorized Vehicles.

Comments were received recommending that the Forest Service establish noise restrictions on motorized vehicles. The Forest Service did not study this idea in detail because noise is regulated by State of Oregon Standards (see Noise issue in EIS Chapter III) on public lands. While the Forest Service has the authority to enforce noise standards set by other Federal (typically EPA or OSHA) agencies and by the state under 36 CFR 261.13, accurate field-testing of noise from OHVs has been problematic for many enforcement entities. The agency also has the authority to set specific limitations through special order 36 CFR 261.55 (j). While field-testing equipment is available, ambient noise can create erroneous readings, as can other environmental factors. Field tests have been successfully challenged in court, limiting the effectiveness of this enforcement tool. Therefore, this idea was considered but eliminated from detailed study.

Consider a permit system, with combination to a locked gate for authorized users.

At the scale of the National Forest, this consideration was not found to be practical nor manageable, and would not be in the public interest. It could well create additional problems with administration of a system like this. Therefore, this alternative control method was considered but eliminated from detailed study. This method is used and would continue to be used for specially authorized access, typically under special permit.

Consider creation of trails which require a permit; this would control type of vehicles, numbers of vehicles and time of year that access would be available for some of the more sensitive areas. This idea has merit and a permit system could be implemented in the future as appropriate on both existing trails and any new trails that may be created in the future. No route specific permitting proposals were identified by either the public or the planning team with the exception of the Boundary Trail. Motorized use on this trail is relatively infrequent and resource damage from that use is minimal, it was decided to not implement a permit system on that trail at this time.

Consider a contribution to noxious weed abatement with vehicle registration.

While this may be possible or actually implemented in some states, vehicle registration or fee collection is not the responsibility of the Forest Service. Therefore this motorized use management idea is not within the decision space for this project and its analysis. It was therefore eliminated from detailed study.

The Prospect OHV system should be open earlier in the year and/or have a longer season.

This is based on conflicts associated the ability to use the existing trails during times that conflict with big game winter range and calving concerns. This suggestion for management of the existing OHV system is not being considered with this process. It would not be in alignment with the purpose and need to enact the Travel Rule. This idea will be forwarded to the District Ranger of the High Cascades district for consideration under a future and separate analysis.

Separate Motorized and Non-Motorized Uses in Time (e.g., alternating days or weeks).

A number of public comments were received suggesting that the Forest Service consider the concept of alternating use periods to address social problems (i.e. “user conflict) between motorized and non-motorized users on popular trails rather than prohibiting motorized use altogether. For example, a trail could be managed as open to motorcycles on alternating days, alternating weeks, or even by the time of day. These suggestions are not related to the question of whether a NFS road, trail, or area is designated open were not considered with this analysis. At the scale of the National Forest, this consideration was not found to be practical nor manageable, and could well create additional problems with administration. Therefore, this alternative control method was considered but eliminated from detailed study.

Consider a seasonal closure to OHVs (for example in winter: Jan 1 to May 1)

This suggestion was offered as a way to prevent resource damage associated with wet conditions. Where potential resource issues exist, appropriate management measures are already in place. This consideration exclusive to OHV use was not found to be practical nor manageable, and could well create additional problems with administration. Many decisions currently in place provide for the application of seasonal closures as needed for resource protection. It was therefore eliminated from detailed study.

Provide reward for photographic documentation of off-road violations.

Comments on the DEIS suggested that this plan should also include reward for photographic documentation of off-road violation, so that citations may remain a substantial deterrent. This Forest is bound (as are all forests) by national policy and direction for implementation of the Travel Management Rule and implementation of the MVUM. There is no provision for reward of photographic documentation of off-road violations. Therefore this idea is not within the decision space for this project and its analysis. It was therefore eliminated from detailed study.

Consider FS law enforcement patrols at parking areas and staff Guard Stations.

Comments to the DEIS suggested Forest Service law enforcement officers should frequently patrol roads and should designate parking areas to guard against vehicle vandalism. Further, it would be good to establish and staff guard stations to provide information, safety, and law enforcement. Trends in violations related to the Travel Management Rule can be analyzed and appropriate action(s) taken, if needed. Appropriate action(s) may involve one or more techniques or adaptive strategies. It is probably impractical and too costly to establish guard stations specifically to enforce travel management. This suggestion was therefore eliminated from detailed study with this process.

Consider “zone” routes and ORV staging areas away from campgrounds.

Comments during Scoping and to the DEIS suggested consideration of a strategy to reduce use conflicts to “zone” routes and to site ORV staging areas away from campgrounds. There are a number of motorized trails that start at campgrounds on the Prospect OHV system. The scoping comment focused on the Oak Flat Campground which is located on the lower portion of the Illinois River, and suggested that use would increase here with publication of the MVUM. The Forest considered formal creation of staging areas early in this process; however felt that there were already a large number of informal staging areas associated with large turnouts, landings, and rock pits. Specific to Oak Flat, an increase in use associated with the MVUM and the potential of increased noise and exhaust cannot be predicted. This idea was therefore eliminated from detailed study with this process.

Consider limiting motorcycle size; smaller ones don’t cause damage.

Comments to the DEIS suggested consideration of limiting the size of motorcycles. An assumption is that smaller bikes are capable of providing the riding experience yet they don’t have enough power to tear up a lot of ground. The Forest has not considered limiting the size of motorcycles. In general, motorcycles used on single track trails are far lighter and smaller than those used on roads. In addition, riding style and rider skill and ability is a more substantial factor in “tearing up the ground” than the size of the motorcycle. This motorized use management idea is not within the decision space for this project and its analysis and was therefore eliminated from detailed study.

Consider seasonal use restriction in Mule Mountain Area (Big Game Winter Range).

Comments to the DEIS from Oregon Department of Fish and Wildlife recommended that trail systems within designated Big Game Winter range have seasonal restrictions from Nov 1 - May 1. Specifically, the Mule Mountain area is identified as very important deer winter range and has been the focus of large prescribed burn habitat improvement projects. Enacting seasonal restrictions for motorized use (vehicle access) within Big Game Winter Range (Rogue River Land Management allocation MA-14) is already an option, as stated in Forest Plan Standards and Guidelines for recreation at LRMP page 4-165:

6. Control vehicle access in big game winter range as needed between November 1 and April 30 to prevent biological stress.

This use restriction can be implemented by the responsible official (District Ranger) at any time, regardless of the motorized vehicle use process. It was therefore eliminated from detailed study with this process. This restriction remains as a future opportunity for consideration. If this restriction is enacted, it would be shown on the MVUM.

O. COMPARISON OF ALTERNATIVES

This Section compares the alternatives considered in detail, based on information presented in this Chapter, as well as environmental consequences presented in Chapter III. Table II-13 summarizes the alternatives; Table II-14 contains a comparison of some of the indicators relevant to the Significant Issues for the environmental consequences, and Table II-15 contains a comparison of the alternatives for the environmental consequences on Other Issues.

1. Description of the Alternatives Considered in Detail

The following table summarizes the alternatives.

Table II-13. Alternative Comparison

Roads and Trails	Current Condition (Alternatives 1 & 2)	Proposed Action (Alternative 3)	Alternative 4	Alternative 5
Total NFS Roads	5,311 miles	5,311 miles	5,311 miles	5,311 miles
NFS Roads "open" to the public	4,537 miles	4,530 miles	4,494 miles	4,530 miles
Open roads that allow mixed use	3,208 miles	3,214 miles	3,176 miles	3,176 miles
Open roads that prohibit mixed use	1,105 miles	1,323 miles	1,361 miles	1,361 miles
Total NFS Trails	1,199 miles	1,213 miles	1,199 miles	1,211 miles
NFS Trails that allow motorized use	255 miles	238 miles	141 miles	230 miles
Total area open to motorized cross country travel	274,670 acres	25 acres and designated gravel bars	20 acres and designated gravel bars	20 acres and designated gravel bars
Off-road motorized travel for dispersed camping	Off-road travel for dispersed camping would be allowed within 300 feet of all "open" roads, except where otherwise prohibited	Powers and Gold Beach RDs – same as Alternative 2. Wild Rivers RD – no off road travel from existing open roads. Siskiyou Mountains and High Cascades RDs – only where designated	Powers and Gold Beach RDs – no off-road travel from paved roads. Wild Rivers RD – no off-road travel from existing open roads. Siskiyou Mountains and High Cascades RDs – only where designated	Off-road travel for dispersed camping would be allowed up to 300 feet from designated roads where it is currently allowed

2. Comparison of Alternatives Considered in Detail in Terms of Significant and Other Issues

Table II-14. Comparison of Alternatives - Significant Issues

Significant Issues	Indicator	Alternative 1 (No Action)	Alternative 2	Alternative 3 (Proposed Action)	Alternative 4	Alternative 5
Water Quality and Erosion	Miles of open roads closed to public use	No change	No change	7 miles	43 miles	7 miles
	Miles of motorized trails closed to motorized use	No change	No change	31 miles	114 miles	37 miles
Botanical Areas and Special Plant Habitats	Acres of cross-country travel allowed	274,670 acres	274,670 acres	0 acres	0 acres	0 acres
	Miles of motorized trails closed to motorized use within Botanical Areas	No change	No change	4 miles	11 miles	6 miles
Public Safety	Change in traffic density on open roads and trails	No change	No change	Slight increase	Slight increase	Slight increase
	Miles of road where mixed use is allowed	3,208 miles	3,208 miles	3,214 miles	3,167 miles	3,176 miles
Motorized Opportunities	Change in miles of roads and trails open to the public	No change	No change	-24 miles	-157 miles	-32 miles
	Miles of open roads	4,537 miles	4,537 miles	4,530 miles	4,494 miles	4,530 miles
	Miles of motorized trails	255 miles	255 miles	238 miles	141 miles	230 miles
Roadless Character within Inventoried Roadless Areas	Miles of motorized trails within IRAs	98 miles	98 miles	76 miles	0 miles	70 miles
	Acres of cross-country travel allowed within IRAs	30,170 acres	30,170 acres	0 acres	0 acres	0 acres

Table II-15. Comparison of Alternatives - Other Issues

Other Issues	Indicator	Alternative 1 (No Action)	Alternative 2	Alternative 3 (Proposed Action)	Alternative 4	Alternative 5
Soils – Site Productivity	Areas where cross-country travel would be allowed	No change to the current condition. Cross-country travel would be allowed on 274,670 acres	No change to the current condition. Cross-country travel would be allowed on 274,670 acres	Would prohibit cross-country travel		
Aquatic Conservation Strategy	Consistency with ACS Objectives	N/A	All of the Action Alternatives would be consistent with the 9 Aquatic Conservation Strategy Objectives at all watershed scales			
Air Quality – Vehicle Emissions	Change in the current level of vehicle emissions	No change	No change to the current level of emissions	Alternatives 3, 4, or 5 would result in a measurable change in vehicle emissions		
Air Quality – Dust and Asbestos	Change in the current level of dust and asbestos	No change	No change to the current level of dust and asbestos	No measurable change to the current level of dust and asbestos		
Fire Risk	Change in the risk of human-caused fires	No change	No change to the current level of risk	Slightly reduces risk by eliminating cross-country travel		
Listed Plants	Effect to listed plant species	No change	May impact individuals, but not likely to adversely affect species or critical habitat	Though actions may impact individuals, actions are not likely to adversely affect species or critical habitat. Elimination of cross country travel reduces effect over Alternative 2		
Invasive Non-native Plants	Potential change in spread of invasive non-native plants	No change	No change	Would reduce the potential for spread by limiting motorized use on some trails and roads	Would reduce the potential more than Alternative 3 for spread by limiting motorized use on more trails and roads	Would reduce the potential for spread by limiting motorized use on some trails and roads similar to Alternative 3
Invasive Pathogens	Compliance with current direction	All currently unprotected, uninfected Port-Orford-cedar watersheds would be gated or closed. All alternatives would comply with State and Federal laws regarding <i>Phytophthora ramorum</i>				
Terrestrial Wildlife Listed Species	Determination for listed species	N/A	Effects to the northern spotted owl and marbled murrelet due to disturbance could occur under and would result in a “may effect, not likely to adversely effect (NLAA)” determination			

Other Issues	Indicator	Alternative 1 (No Action)	Alternative 2	Alternative 3 (Proposed Action)	Alternative 4	Alternative 5
Management Indicator Species	Harassment to big game (deer and elk) within winter range areas	No change	No change to the current condition	Harassment potential would be decreased due to the reduced potential for noise and human activities through the elimination of cross country travel and the reduction in the amount of roads open to the public		
	Effects to other MIS species	No change	No change to the current condition	Neither of the alternatives would result in substantial direct or indirect adverse effects to other MIS species		
Other Rare or Uncommon Species	Effects to other rare or uncommon species	No change	No change to the current condition	Due to the potential of disturbance to from noise associated with passenger vehicle and OHV traffic, alternatives may impact but not adversely impact these species		
Fisheries and Aquatic Species	Determination for listed species	N/A	None of the alternatives would result in measurable direct or indirect effects to fisheries resources at the watershed or subwatershed scale			
Visuals	Attainment of visual quality objectives	No change	No change to the current condition	The reduction of roads and trails would not substantially change the attainment of visual quality objectives		
Sound Level	Change in use conflicts related to sound	No change	No change to the current condition	Slight decrease in potential use conflicts related to sound	Moderate decrease in potential use conflicts related to sound	Slight decrease in potential use conflicts related to sound
Mining Access	Affect to access for prospecting, locating, or developing mineral resources.	Selection of any alternative would not affect access that is reasonably incident to mining. However, alternatives that are more restrictive on vehicle travel would result in a higher degree of administration to determine if access is reasonably incident and necessary for the stage of mineral activity				
Enforcement	Change in ability to enforce compliance with Federal law	No change	Amendments to the Forest Plans and publication of the Motor Vehicle Use Map would increase the ability to cite those who cause resource damage			
Cultural Resources	Increase in risk to heritage sites	No change	No change to the current condition	The reduction of cross-country travel would further limit access to existing and yet undiscovered sites		
Climate Change	All alternatives considered with this proposal were identified to have minor cause-effect relationships to greenhouse gas emissions or the carbon cycle, and were determined to be of such a minor scale at the global or even regional scale, that the direct effects would be meaningless to a reasoned choice among alternatives					