

APPENDIX B

Forest Plan Direction and Proposed Amendments

APPENDIX B

FOREST PLAN DIRECTION

AND

PROPOSED AMENDMENTS

Two separate Forest Plans guide the Rogue River-Siskiyou National Forest. This Appendix presents current management direction from the Land and Resource Management Plans (LRMPs) for the Rogue River and Siskiyou National Forests. Included is pertinent management direction and standards and guidelines relating to motorized vehicle use and off-road vehicle (ORV) use.

An additional section of this Appendix provides details of proposed Forest Plan Amendments, specific to the Action Alternatives and to the LRMPs of the (former) two forests.

CURRENT LRMP DIRECTION

Forest Plan Direction Related to ORV Use Rogue River-Siskiyou National Forest

Land management direction is contained in the Land and Resource Management Plans (LRMPs) for the Rogue River National Forest (1990) and the Siskiyou National Forest (1989). *The Record of Decision for Amendments to Forest Service and Bureau of Land Management Planning Documents Within the Range of the Northern Spotted Owl* amended the Rogue River and Siskiyou National Forest LRMPs on May 20, 1994. This amendment provided new goals, objectives, standards, and guidelines for resource management. It added several new land allocations, each with its own set of Standards and Guidelines. These land allocations overlay and merge with the allocations from the 1989 SNF and 1990 RRNF LRMPs.

Late-Successional Reserves

As a general guideline, non-silvicultural activities located inside Late-Successional Reserves that are neutral or beneficial to the creation and maintenance of late-successional habitat are allowed (ROD C-16).

Dispersed recreation uses, including hunting and fishing, generally are consistent with the objectives of Late-Successional Reserves. Use adjustment measures such as education, use limitations, traffic control devices, or increased maintenance when dispersed and developed recreation practices retard or prevent attainment of Late-Successional Reserve objectives (ROD C-18).

Riparian Reserves

RM-2. Adjust dispersed and developed recreation practices that retard or prevent attainment of Aquatic Conservation Strategy objectives. Where adjustment measures such as education, use limitations, traffic control devices, increased maintenance, relocation of facilities, and/or specific site closures are not effective, eliminate the practice or occupancy (ROD C-34).

Rogue River NF Land and Resource Management Plan

From LRMP Page 4-24: Off-road vehicles (ORVs) are allowed in all areas of the Forest except where they are specifically restricted to designated roads, trails, or other areas where they are specifically not allowed. The following table shows the acres by type of ORV use:

| Off Road Vehicle Use | Acres |
|---|---------|
| Permitted | 99,000 |
| Restricted to designated roads and trails | 411,000 |
| Prohibited | 122,000 |

Management Areas in which ORV use is prohibited include Backcountry Non-motorized Areas (except over-snow seasonal use in some areas), Wilderness, Wild River, Restricted Watersheds, and Research Natural Areas.

ORV use is restricted to designated roads and trails in the following Management Areas: Developed Recreation, Special Interest Areas, Scenic River, Botanical Areas, Big Game Winter Range, Old-Growth, Mature Habitat, Spotted Owl Habitat, Restricted Riparian, Managed Watershed, and Timber Suited 2 (timber lands designated as Management Strategy 21) (For more discussion of ORV use, see Appendix C, Off-Road Vehicle Management Plan.)

Standards and Guidelines relating to Off-Road Vehicle use from the LRMP:

| 1990 Rogue River National Forest Land and Resource Management Plan | | |
|--|------------------------------|--|
| | Management Strategy | Standard and Guidelines |
| 1 | Minimum Management | Recreation - Roaded Natural #13. Off-road vehicle recreation use on roads, trails or areas is permissible if not in conflict with strategy goals and objectives. |
| 3 | Backcountry Non-motorized | Recreation – Semi-Primitive Non-Motorized #3. Motorized and mechanized vehicle use is generally prohibited in this management area except for approved mining operations. |
| 4 | Developed Recreation | Recreation – Roaded Natural #7. Off-road vehicles and standard vehicles shall only be permitted on the roads or trails not closed to such use. |
| 5 | Special Interest Area | Recreation - Roaded Natural To Semi-Primitive Non-Motorized #5. Off-road vehicles will be allowed only on designated routes or within areas where their use is compatible with the purpose of the special area. |
| 6 | Foreground Retention | Recreation – Roaded Natural #9. Off-road vehicle use is permitted if evidence of use meets the visual quality objective. When this activity begins to adversely impact the visual qualities of these areas, restrictions will be imposed on off-road vehicle activities. |
| 7 | Foreground Partial Retention | Recreation – Roaded Natural #9. Off-road vehicle use is permitted if evidence of use meets the visual quality objective. When this activity begins to adversely impact the visual qualities of these areas, restrictions will be imposed on off-road vehicle activities. |
| 8 | Middleground Retention | Recreation – Roaded Natural #5. Off-road vehicle use is permitted if evidence of use meets the visual quality objective. When this activity begins to adversely impact the visual qualities of these areas, restrictions will be imposed on off-road vehicle activities. |

| 1990 Rogue River National Forest Land and Resource Management Plan | | |
|--|----------------------------------|---|
| Management Strategy | | Standard and Guidelines |
| 9 | Middleground Partial Retention | Recreation – Roaded Natural #18. Off-road vehicle recreation use on roads is permissible, if not in conflict with strategy goals and objectives. |
| 10 | Wild River ¹ | Recreation – Semi-Primitive Non-Motorized #8. Prohibit motorized/mechanized (bicycles, etc.) in the Wild River Area. |
| 11 | Scenic River ¹ | Recreation – Roaded Natural #11. Off-road recreation vehicles and standard vehicles shall only be permitted on the roads or trails not closed to such use. Facilities #5. Off-Road Vehicles will be restricted to: (a) trails on which the use will neither damage the trail or soils. (b) roads closed to highway vehicles on which ORV use will neither damage the road nor the soils. |
| 12 | Botanical Area | Recreation - Semi-Primitive Non-Motorized/Roaded Natural #6. Motorized vehicles will be allowed only on roads except in emergency situations. |
| 13 | Wilderness | Recreation – Primitive #5. Prohibit motorized/mechanized (bicycles, etc.) use in Wilderness. |
| 14 | Big Game Winter Range | Recreation – Roaded Modified #4. Allow off-road vehicle use only on designated roads and trails when it will not conflict with big game winter range values. #6. Control vehicle access in big game winter range as needed between November 1 and April 30 to prevent biological stress. Facilities #2. Between the end of the big game hunting seasons (approximately November 1 and April 30), the following Road Traffic Management Strategies will be utilized to limit the number of roads open to vehicle traffic to approximately 1-1/2 miles per square mile of land. (d) Allow off-road vehicle use only on designated roads and trails when It will not conflict with winter range values. |
| 15 | Old Growth | Recreation - Semi-Primitive Motorized/Roaded Natural #7. Off-road vehicle recreation use allowed only on designated roads and trails. [<i>This MA is removed by the Northwest Forest Plan</i>] |
| 16 | Mature Habitat | Recreation – Roaded Modified #7. Off-road vehicle recreation use allowed only on designated roads and trails. |
| 17 | Primary Range | Recreation – Roaded Natural #5. Prohibit vehicle use off of roads where this activity threatens livestock and/or damages forage production or other resources. |
| 18 | Secondary Range | Recreation – Roaded Natural #5. Prohibit vehicle use off of roads where this activity threatens livestock and/or damages forage production or other resources. |
| 19 | Spotted Owl Habitat ² | Recreation - Semi-Primitive Motorized #6. Off-road vehicle recreation use allowed only on designated roads and trails. |
| 20 | Timber Suitable I | Recreation – Roaded Modified #15. Off-road vehicle recreation use is permitted when not in conflict with timber management or other resource objectives. |

| 1990 Rogue River National Forest Land and Resource Management Plan | | |
|---|-----------------------|--|
| Management Strategy | | Standard and Guidelines |
| 21 | Timber Suitable II | <p>Recreation – Roaded Modified #6. Off-road vehicle recreation use allowed only on designated roads and trails.</p> <p>Facilities #6. Off-Road Vehicles will be restricted to: (a) Trails on which the use will neither damage the trail nor the soils. (b) Roads closed to highway vehicles on which ORV use will neither damage the road nor the soils.</p> |
| 22 | Restricted Watershed | <p>Recreation - Roaded Natural To Semi-Primitive, Non-Motorized #5. Prohibit vehicle use off of roads except when associated with authorized use or for administrative needs approved by the District Ranger.</p> <p>Facilities #5. Off-road recreation vehicles are not permitted. This prohibition includes both on-road and off-road use.</p> |
| 23 | Managed Watershed | <p>Recreation – Roaded Modified #5. Off-road vehicle recreation use is allowed only on designated roads and trails when it would not conflict with watershed management objectives.</p> |
| 25 | Research Natural Area | <p>Recreation - Roaded Natural To Semi-Primitive, Non-Motorized #12. Off-road vehicle recreation use is prohibited.</p> |
| 26 | Restricted Riparian | <p>Recreation – Roaded Natural #7. Restrict vehicle use to roads and trails except where prohibited.</p> <p>Facilities #6. Off-Road Vehicles will be restricted to: (a) Trails on which the use will neither damage the trail nor the soils. (b) Roads closed to highway vehicles on which ORV use will neither damage the road nor the soils.</p> |
| <p>¹ Standards and Guidelines for Wild River and Scenic River are taken from the Upper Rogue River Wild and Scenic Management Plan that amended the RRNF LRMP in December 1993.</p> <p>² MA 19 was vacated by a Forest Plan amendment signed by the Secretary of Agriculture, October 1990.</p> | | |

Additional direction for off-road vehicle use is contained in LRMP Appendix C. It is included in this Appendix for reference.

ROGUE RIVER NATIONAL FOREST OFF-ROAD VEHICLE MANAGEMENT PLAN Appendix C - LRMP

INTRODUCTION

This appendix summarizes the direction found in the Forest Plan regarding the use of off-road vehicles (ORV's) on the Rogue River National Forest and outlines the process used to further refine this direction in the future through Forest Plan implementation. As used in this appendix, the terms "off-highway" and "off-road" are synonymous.

Various laws, regulations, and Executive Orders recognize on-road and off-road uses as legitimate activities on National Forests. Executive Order 11644, as amended by Executive Order 11989, directs that the designation of off-road vehicle areas shall be based upon minimizing damage to soils, watersheds, vegetation, and other resources, and minimizing conflicts with other uses.

Regulation 36 CFR 219.21 (d) requires that the Forest Service consider the impacts of proposed recreation activities on other uses and values and the impacts of other uses and activities associated with them on recreation opportunities, activities, and quality of experience. Off-road vehicle use is specifically addressed by 36 CFR 219.21 (g):

Off-road vehicle use shall be planned and implemented to protect land and other resources, promote public safety, and minimize conflicts with other uses of the National Forest System lands. Forest planning shall evaluate the potential effects of vehicle use off-roads and, on the basis of the requirements of 36 CFR 295 of this chapter, classify areas and trails of National Forest System lands as to whether or not off-road vehicle use may be permitted.

Forest Service Handbook 7709.55 (Transportation Planning) sets forth a process for "Access Management". Under this process, "Access Management Objectives" are developed to accomplish the Management Area direction (Management Strategies) found in the Forest Plan. Road Management Objectives, defining the intended purpose of individual roads, and Off-Highway Travel Management Objectives, describing individual recreational experiences, are developed from the Access Management Objectives. This is an on-going process that is a part of Forest Plan Implementation and may occur through specific project planning, integrated resource management analysis, or at any time the need for review of existing Road or Access Management Objectives is warranted.

CURRENT USE

Currently, the greatest off-road vehicle uses on the Forest are the snowmobile trail systems in the Fish Lake Area and the Upper Rogue Area. Both trail systems make extensive use of Forest Service arterial and collector roads (See Jackson/Klamath winter trails map).

Some of these roads are used occasionally for winter logging. Special coordination is necessary whenever such conflict occurs. The access and travel management process should address and resolve potential conflicts between winter logging and recreation use. Solutions may include such things as excluding winter hauling on some roads, excluding snowmobile use, various forms of joint use, or plans for by-pass routes.

DIRECTION

Specific Management Area direction relating to off road vehicle use is found in the individual management strategies in Chapter 4 of this Plan. The following is a summary of that direction:

| Management Area | Area Off-Road Vehicle Direction |
|----------------------------------|--|
| 1 Minimum Management | ORV permitted |
| 3 Backcountry Non-motorized | Prohibited, except that over-snow seasonal use of areas or designated trails may be permitted |
| 4 Developed Recreation | Restricted to designated roads and trails |
| 5 Special Interest Area | Restricted to specific routes and to those areas where management determines use is compatible with the special area |
| 6 Foreground Retention | Permitted if it will not compromise visual quality objective |
| 7 Foreground Partial Retention | Permitted if it will not compromise visual quality objective |
| 8 Middleground Retention | Permitted if it will not compromise visual quality objective |
| 9 Middleground Partial Retention | Permitted if it will not compromise visual quality objective |
| 10 Wild River | Prohibited |
| 11 Scenic River | Restricted to designated roads and trails |
| 12 Botanical Area | Restricted to designated roads |
| 13 Wilderness | Prohibited |
| 14 Big Game Winter Range | Permitted on designated roads and trails when not in conflict with winter range objectives |
| 15 Old Growth | Restricted to designated roads and trails |
| 16 Mature Habitat | Restricted to designated roads and trails |
| 17 Primary Range | Permitted if it will not compromise livestock and forage values |

| Management Area | Area Off-Road Vehicle Direction |
|--------------------------|---|
| 18 Secondary Range | Permitted if it will not compromise livestock and forage values |
| 19 Spotted Owl Habitat | Restricted to designated roads and trails |
| 20 Timber Suited 1 | Permitted when not in conflict with timber management or other resource objectives |
| 21 Timber Suited 2 | Restricted to designated roads and trails |
| 22 Restricted Watershed | Prohibited |
| 23 Managed Watershed | Permitted only where not in conflict with watershed management objectives. Restricted to designated roads and trails, except that over-snow seasonal use of certain areas may be permitted. |
| 25 Research Natural Area | Prohibited |
| 26 Restricted Riparian | Restricted to designated roads and trails. When sufficient snow is present, over-snow vehicle use is permitted on all roads |

TRAFFIC LAWS AND ORDERS

State traffic laws have been made applicable to National Forest transportation system roads by order of the Chief of the Forest Service. These laws set minimum standards for vehicles to be operated on highways. They differ by State. As of the date of publication of this Forest Plan:

Operating an off-road vehicle on a road open to traffic is prohibited in Oregon unless the route has been designated for use by off-road vehicles. With certain modifications, such as adding mirrors and stop lights, it is possible to make an off-road vehicle “highway legal”. However, the general effect of Oregon State law is to prohibit off-road vehicle use of Forest Service roads managed as open to traffic (Maintenance Levels 2-5). When such use is necessary to meet Access Management Objectives, the route should be designated by Forest order and signed accordingly on the ground.

Operating an off-road vehicle on a road maintained for passenger car traffic is prohibited in California. However, it is legal to operate an off-road vehicle on a road maintained for high clearance vehicles. Therefore, off-road vehicles are prohibited on Forest Service roads managed in Maintenance Levels 3-5 while their use is permissible on roads managed in Maintenance Levels 1 and 2.

In both States, when a road is covered by at least a foot of unplowed snow, it is legal to operate an oversnow vehicle on the road. Therefore, a closure order would be required to prohibit use.

Orders of the Forest Supervisor are issued and enforced to implement management area direction defined in the management strategies and refined through Forest Plan implementation. In addition, orders may be issued to regulate special situations not specifically mentioned in the Management Area direction. As of the date of publication of this plan, orders of the Forest Supervisor regulating special off-road vehicle use situations have been issued with the following prohibitions:

Operating any vehicle off roads in violation of State law established for vehicles used off roads.

Using any vehicle, other than a snowmobile, on the Pacific Crest National Scenic Trail.

Being in an area closed to protect Threatened, Endangered, or Sensitive species.

Using any vehicle, other than a snowmobile, on a specified snowmobile route when so posted.

Using any motorized vehicle anywhere except on a designated (by green dot) open road within an established big-game regulated hunt area during the closure period.

Using an off-road vehicle on National Forest land in Section 34, T39S, RIW (Wagner Gap Area).

Using an off-road vehicle, both on or off a road, between the Mt Ashland Ski Area parking lot and Siskiyou Gap.

Possessing or using a vehicle, other than a snowmobile, between December 1 and April 130 in the following locations:

Off of Road 3770 (Blue Rock Road)
Ash Swale Area
Willow Prairie Fenced Meadow

Siskiyou NF Land and Resource Management Plan

From the Forest Management Goals (LRMP page IV-1):

10. Offer a wide range of dispersed recreation opportunities by providing recreational settings, facilities, and education necessary to meet public demand.

Standards and Guidelines relating to Off-Road Vehicle use from the LRMP:

Forest-Wide Standards and Guidelines – Dispersed Recreation

1-9: The Forest Service should provide for use of the existing trail system that serves the needs of recreationists, and satisfies demand levels in a condition that protects the resource and meets minimum requirements for health and safety. Trails should be managed to accommodate both motorized and non-motorized uses, depending on location and Management Area goals.

Management Prescriptions MA 3 - Research Natural Area

Recreation

MA 3-2: All recreation ORV use shall be prohibited.

Management Prescriptions MA 6 - Backcountry Recreation

Desired Condition: Motorized Backcountry areas will also have primitive roads used as ORV and jeep trails, and may have roads used for mining, or to cross to management areas with timber harvest

MA 6-6: Motorized Backcountry - New facilities may be constructed, maintained or managed as follows:

5. ORV or Jeep trails may be constructed depending on recreational demand and the capability of the land to support such uses.
7. Existing roads shall be maintained at Maintenance Level 2 for use as ORV or Jeep trails.

Management Prescriptions MA 14 - General Forest

MA 14-6: South Kalmiopsis - Facilities may be constructed, maintained or managed as follows:

- (e) ORV or Jeep trails may be constructed depending on recreational demand and the capability of the land to support such uses
- (g) Existing roads shall be maintained at Maintenance Level 2 for use as ORV or Jeep trails.

Additional direction for off-road vehicle use is contained in LRMP Appendix E. It is included in this Appendix for reference.

SISKIYOU NATIONAL FOREST OFF-ROAD VEHICLE MANAGEMENT PLAN Appendix E - LRMP

The majority of the Siskiyou National Forest is available for off-road vehicle (ORV) use. The total area open to ORV use is approximately 828,800 acres, which includes some areas that are subject to temporary or seasonal closures. However, the actual area used by ORV's is far less¹. The nature of the terrain, vegetative cover, and resource management requirements place restraints on the amount of area that is actually suitable.

| Area | Acres |
|--|---------------------|
| Permanent Yearlong Area Closures Affecting Off-Road Vehicle Use: | |
| Kalmiopsis Wilderness | 179,850 |
| Wild Rogue Wilderness | 26,708 ¹ |
| Grassy Knob Wilderness | 17,200 |
| Red Buttes Wilderness | 3,414 ² |
| Siskiyou Wilderness | 5,323 ² |
| Other Areas | 30,985 |
| TOTAL | 263,480 |
| ¹ BLM addition ~ 9,392 acres | |
| ² Siskiyou portion | |

The other permanent yearlong closure areas include Research Natural Areas, Botanical Areas, and sensitive sites such as meadows.

There are approximately 450 miles of trail on the Forest. Approximately 44 percent of the total trail system will be affected by some type of restriction. All Wilderness trail systems are closed to motorized use and bicycles. All or a portion of seven trails which traverse about 31 miles outside Wilderness are permanently closed to motorized use based on concerns for public safety, resource protection needs, and law.

Estimated Trail Miles Closed or Restricted to ORV use follows

| Trail | Miles |
|--|-------------------|
| Kalmiopsis Wilderness | 153 |
| Grassy Knob Wilderness | 0 |
| Wild Rogue Wilderness | 6 |
| Red Buttes Wilderness | 8 |
| Siskiyou Wilderness | 8 |
| Illinois River | 26 ¹ |
| Rogue River | 15 ^{1 2} |
| Mt. Elijah | 1 |
| TOTAL | 217 |
| ¹ Some of this mileage is in the Wilderness | |
| ² Closed to horses and ORV use | |

¹ Travel Analysis conducted in 2008 determined that Management Prescriptions that allow cross-country motorized use include approximately 178,000 acres (Management Areas 6, 13, and 14). It was further estimated that approximately 5% (14,000 acres) or less actually receive cross-country use.

INTRODUCTION

The purpose of an ORV plan is to provide Forest Service managers with the framework to coordinate ORV use with other resource management objectives. A second purpose is to insure, over time, the continued availability of ORV recreation opportunities on the Forest. A third purpose is to provide public users of the Siskiyou National Forest with trip planning information.

Executive Order 11644, as amended May 25, 1977, requires Federal land management agencies to adopt regulations to ensure that ORV use is controlled and directed to protect resources, promote safety of all users, and minimize conflicts among the various users of public land. Land and resource management planning direction requires that each National Forest establish locations where ORV use will be allowed, restricted to some degree, or prohibited. The Code of Federal Regulations (CFR) provides the authority and process to restrict motorized use on Federal land. In addition, the Kalmiopsis, Wild Rogue, Grassy Knob, Siskiyou, and Red Buttes Wildernesses have been closed to motorized use by National legislation.

The review and analysis has been completed for the Siskiyou National Forest. This document is the result of the combined input from interested members of the public and Forest Service administrators. This Plan satisfies the requirements of 36 CFR 295.1. This Plan will be dynamic to meet changes in ORV use patterns and resource management situations.

Prior to Executive Order 11644, problems and conflicts relating to ORV use were resolved as they occurred. During the public involvement initiated as a result of the Executive Order, few new conflicts were identified and little dissatisfaction was expressed about the ORV regulations in effect on the Forest.

Concerns identified during the public involvement process involved safety to hikers and horsemen, the noise level of motorized use, and providing opportunities for two, three, and four-wheel recreation vehicles. Resource concerns identified on the Forest include water quality, soil stability, vegetative cover, deer and elk winter range, elk calving areas, and fragile environments.

Additional use opportunities will be provided by the estimated 45 miles of trail to be constructed in the next 10 years which may be suitable for ORV use. Construction activities related to resource management may make available trailhead and parking areas for ORV use. Snow related ORV uses could be developed in suitable high mountain areas of the Illinois Valley Ranger District.

For much of the Forest, the heavily dissected ridge systems, which feature terrain steepness and dense vegetative cover, nearly precludes use by ORV's except on roads and trails. Use during the winter season by over-the-snow vehicles is also minor due to warm intense winter storms which result in poor snow conditions. However, the large blocks of serpentine-peridotite located on the south end of the Forest are far more conducive to ORV use. This landtype is relatively gentle, with slopes being less steep and more rounded, the vegetation more "open," and the land surface more resistant to traffic impacts. Much of the present ORV use occurs in these areas.

ORV OPPORTUNITIES

ORV use is a part of the overall travel management planning for the Forest. In some places this use coexists with other road and trail uses. The present trail system available for ORV use totals 171 miles. This represents 74 percent of the current trail system on the Forest outside of Wilderness areas. Within the next 10 years, there may be about 216 miles available for some form of ORV use. In addition, considerable area of the Forest has been allocated to Backcountry Recreation management (see Standards and Guidelines for Management Area 6 - Backcountry Recreation, in Chapter IV of the Land and Resource Management Plan). Some of these areas are specifically designed to accommodate motorized recreational uses. Trail systems planned in these motorized areas will be designed to include ORV's, including jeep type vehicles. Interagency management plans, like the Rogue River Wild and Scenic River Plan, may affect the restrictions on certain areas. The Forest may accommodate over-the-snow vehicle use at certain times of the year in suitable locations.

In addressing the problems relating to ORV use, this plan was prepared with the following criteria

1. There would be as few restrictions as possible based on present use and problems. As new problems are identified, they will be resolved by revising this plan.
2. Closures and restrictions should be clearly defined for the benefit of users and administrators.
3. The needs of the Forest user will be met whenever possible.

CLOSURES AND RESTRICTIONS

In order to formulate management direction within the established criteria and mitigate the problem, ORV limitations can be identified in two ways: (1) on an area basis, and (2) by a specific road or trail. These limitations also relate to season of use. In area closures, the roads and trails are open to ORV's unless they are posted and specifically closed.

There are permanent yearlong ORV closures for Wilderness, Research Natural Areas, Botanical Areas, and similar land allocations that carry a specific theme. Closures occur on trails within Wilderness and some trails serving as access to sensitive areas, and for roads on which long-term use is not desirable for some reason. Long-term seasonal ORV restrictions apply primarily to trails and roads, and in some cases to campgrounds. There are instances where short-term temporary (up to several years duration) closures or restrictions will be applied to areas, trails, and roads found on the Forest.

Although they may be applied for a variety of resource protection and public safety reasons, they will have an effect on ORV use. Restrictions on ORV use may be applied in areas to resolve or eliminate conflicts with other user groups and resource management activities. Organized activities such as hill climbs, moto-cross, or timed speed events will not be permitted; these are not considered as part of the ORV recreation role of National Forest lands.

AREA CLOSURES

Closures involve a variety of considerations, including wildlife winter range, elk calving areas, fragile soils and meadows. Each of these considerations include elements of incompatibility with various kinds of ORV use. Ground cover, soil type, water table, wildlife habitat requirements, human needs and established patterns of use have all been considered in defining the boundaries for the area closures.

MOTORIZED TRAIL CLOSURE

Closures may be initiated based on management objectives on those trails where motorized use has caused a public safety hazard, contributed to serious soil erosion problems, is not compatible with designed standards, or has introduced use into a trail system closed by National legislation. A trail leading to an area (such as Oregon Caves National Monument) where ORV's are prohibited may be closed. A trail designed by objective to accommodate horses may be closed to ORV use if such use present substantial hazards to horse travelers

Trails may be closed seasonally due to conflicts in patterns of use. For example, the Illinois River Trail where motorcycle and hiker conflicts occur during summer months, little conflict arises during the fall and winter period. Motorcycles have used this trail system during the 'off-season' period for fishing and hunting access, with little hiker conflicts. The trail may be closed to motorized use in the summer season only.

ROADS

Roads may be closed in support of area closures, as well as to protect the road and adjacent areas from erosion damage. Some roads which appear to be closed may be available for use by ORV's less than 40 inches in width, if posted for such use.

FIRE AND PUBLIC SAFETY

Short-term closures may be applied to ORV use during high fire danger which limits vehicle use to only Forest development roads. Under extreme situations, all roads may be closed to all uses. Other short-term closures for public safety purposes may affect use of ORV's.

MANAGEMENT REQUIREMENTS

ENFORCEMENT

Closure orders will be issued by the Forest Supervisor. Orders issued by the Forest Supervisor affecting ORV usage will become part of this plan. Orders rescinded by the Forest Supervisor will be removed from this plan. Currently there are numerous closure orders specific to certain roads. Many of these closure orders may be replaced by a Forest-wide closure order in the future. Closures and restrictions will be enforced by the District Rangers on the Siskiyou National Forest

SAFETY

The Forest Service assumes the public to be responsible for prudent use and safe operation of ORV's on all National Forest System roads or trails open for motorized uses. Information specific to any trail or road system is available upon request

PUBLIC INVOLVEMENT

Plan updates may be scheduled periodically to incorporate ongoing public comment regarding the need to meet changing conditions. Where conflicts arise involving ORV use and other resources, the public will be encouraged to participate in the resolution of differences.

PUBLIC NOTICE

All closures and restrictions will be posted on signs in a manner that will reasonably inform the public of the intended action. In addition, each Ranger District Office and the Supervisor's Office will post a copy of the regulations and a map showing the designated areas on the Forest.

IMPLEMENTATION AND EVALUATION

Each Forest Service office on the Siskiyou National Forest will display a map identifying area, trail and road closures, and restrictions. The Forest Off-Road Vehicle Use Map is in the process of production and will be made available to the public. Maps are available for review at the Forest Supervisor's and District Office. ORV use will be monitored. The ORV Plan will be reviewed annually and revised as new problems are identified.

SPECIFIC CLOSURES AND RESTRICTIONS

The following codes summarize ORV related Forest Closure Orders which are shown on Tables E-1 through E4. Also included are some of the exceptions allowed.

CODES AND DESCRIPTIONS

| Code | Description |
|------|---|
| 1a | Permanent Yearlong Closure, any motor driven vehicle prohibited |
| 1b | Permanent Yearlong Closure, any motor driven vehicle prohibited on meadow areas. |
| 1c | Permanent Yearlong Closure, any motor driven vehicle prohibited, except over-the-snow machines. |
| 1d | Permanent Yearlong Closure, any motor driven vehicle prohibited off Forest development road(s) and or trail(s). |
| 1e | Permanent Yearlong Closure, any motor driven vehicle prohibited on Forest development road(s) and or trail(s). |
| 2a | Temporary Yearlong Closure, any motor driven vehicle prohibited. |
| 2b | Temporary Yearlong Closure, any motor driven vehicle prohibited on meadow areas. |
| 2c | Temporary Yearlong Closure, any motor driven vehicle prohibited, except over-the-snow machines. |
| 2d | Temporary Yearlong Closure, any motor driven vehicle prohibited off Forest development road(s) and or trail(s). |
| 2e | Temporary Yearlong Closure, any motor driven vehicle prohibited on Forest development road(s) and or trail(s). |
| 3a | Temporary Yearlong Closure, being upon area prohibited. |
| 3b | Temporary Yearlong Closure, being on trail prohibited |
| 3c | Temporary Yearlong Closure, being on road prohibited. |
| 4 | Seasonal Closure to motorized use from May 15 through September 15 |
| 5a | Seasonal Closure (restriction) when signed for closure. |
| 5b | Seasonal Closure (restriction) when gate closed/locked. |
| 6a | Trail also closed to bicycle use . |
| 6b | Trail also closed to bicycle, and saddle, pack, and draft animal use . |
| 7a | Lake closed to motor boat use. |
| 7b | River bar speed restriction for any motor driven vehicle (5 mph or less) |
| 8 | Trailer prohibited off Forest Development Road@) |

Table E-I. Area Closures Managed under 36 CFR 261.16 - **Legislative**

| Wilderness | Area Affected | Closure Acreage | Code |
|--|---------------|-----------------|--------|
| Grassy Knob | Entire | 17,200 | 1a. 7a |
| Kalmiopsis | Entire | 179,850 | 1a, 7a |
| Red Buttes (Siskiyou NF portion) | Entire | 3,414 | 1a, 7a |
| Siskiyou (Siskiyou NF portion) | Entire | 5,323 | 1a. 7a |
| Wild Rogue (BLM area - 9,392 acres) | Entire | 26,708 | 1a. 7a |

Table E-2. Area Closures Managed under 36 CFR 261.56 - Administrative

| Area Name | Approximate Acreage Effected | Closure Code | Closure Order Number | Location Description |
|--|------------------------------|--------------|----------------------|---|
| Babyfoot Botanical Area | 208 | 1d | - | T.388., E.9W., W.N., Sec's. 30, 31, 32, as shown on establishment map outside Kalinopsis wilderness. |
| Bear Camp Botanical Area | 638 | 1d | - | T.348., E.10W., W.N., Sec's. 11, 12, 13, 14, as shown on establishment map. |
| Big Craggies Botanical Area | 859 | 1d | - | As shown on establishment map outside Kalinopsis Wilderness. |
| Bigelow Lakes Botanical Area | 411 | 1d | - | As shown on establishment map. |
| Bigelow Lakes | 360 | 1d | 1105-1 | T.408., E.8W., W.N., SW1/4NE1/4, SE1/4SW1/4, NW1/4SE1/4, NE1/4SW1/4 Sec. 14 |
| Big Tree Botanical Area | 127 | 1d | - | As shown on establishment map. |
| Bolan Lake | 7 | 7a | 1104-1 | T.418., E.8W., W.N., SW1/4 Sec. 7 |
| Bolan Lake Botanical Area | 297 | 1d | - | As shown on establishment map. |
| Burnt Ridge/Sugarloaf Mtn/ Fishhook Peak area | 1,950 | 2c | 1103-11 | T.348., E.10W., W.N., Sec. 31; T.358., E.10W., W.N., Sec's. 5, 6, 7, 8, 17, 18, 19, 20; T.358., E.10 1/2W., W.N., Sec's. 6, 7; as shown on closure map. |
| Cedar Log Flat Research Natural Area | 441 | 1d | - | T.308., E.8W., W.N., Sec's. 35 and 36, as established. |
| Chrome Ridge Botanical Area | 589 | 1d | - | As shown on establishment map. |
| Cognitic River Falls Research Natural Area | 488 | 1d | 1105-1 | T.338., E.11W., W.N., SW1/2 Sec. 17, SW1/4 Sec. 16 |
| Craggy Peak Research Natural Area | 101 | 1d | - | T.408., E.8W., W.N., Sec's. 25 and 26, Siskiyou N.F. portion as established. |
| Days Gulch Botanical Area | 1,252 | 1d | - | As shown on establishment map. |
| Eight Dollar Mountain Botanical Area | 2,738 | 1d | - | As shown on establishment map. |
| Elko Campground | 10 | 5a | 1105-1 | T.375., E.15W., W.N., SW1/4 NE1/4 Sec. 19 |
| English Cabin Meadow | 40 | 1c | 1102-6 | T.358., E.8W., W.N., SW1/2 SW1/4 SW1/4 Sec. 13 NOTE: SEE CLOSURE ORDER 1102-8. |
| Flat Top/Bald Mtn area | 10,600 | 2a | 1102-7 | T.365., E.9W., E.9W., E.10W., and E.11W., W.N. as shown on closure map. |

Table E-2. Area Closures Managed under 36 CFR 261.56 - Administrative (Continued)

| Area Name | Approximate Acreage Affected | Closure Codes | Closure Order Number | Location Description |
|---|------------------------------|---------------|----------------------|---|
| Fly Catcher | 720 | 1d | 1105-1 | T.376., R.13W., W.M., Sec. 19; NE1/4 NW1/4 Sec. 30; NW1/4 NW1/4 Sec. 29, Unsurveyed |
| Footer Bar | 12 | 5a | 1103-1 | T.348., R.11W., W.M., Lot 5 Sec. 17, S1/2 NE1/4 Sec. 18 |
| Fox - Fry Timber Sale area | 4,200 | 2e | 1103-13 | T.358., R.11W., W.M., Sec. 31; T.358., R.12W., W.M., Sec's. 13, 14, 23, 24, 25, 26, 33, 35, 36; T.365., R.12W., W.M., Sec's. 1, 2, 3, 4, 5, 9, 10; as shown on closure map. |
| Game Lake Campground | 3 | 5a | 1103-1 | T.368., R.12W., W.M., SW1/4 NW1/4 Sec. 26 |
| Grayback Mountain Botanical Area | 197 | 1d | - | As shown on establishment map. |
| Handscrabble/Deep Purple/Blue Indigo Timber Sale area | 11,100 | 2c | 1103-14 | T.358., R.10W., W.M., Sec's. 17, 19, 20, 29, 30, 31, 32; T.358., R.10 1/2W., W.M., Sec. 31; T.358., R.11W., W.M., Sec's. 23, 26, 34, 35, 36; T.368., R.10W., W.M., Sec's. 4, 5, 6, 7, 8, 9; T.365., R.11W., W.M., Sec's. 1, 2, 3, 4, 10, 12, 13, 14, 15, 16, 22, 23; as shown on closure map. |
| High Prairie | 4,320 | 1b | 1101-7 | T.308., R.12W., W.M., Sec's. 1, 2, 3, 10, 11, 12 |
| Robson Horn Timber Sale area | 3,200 | 2a | 1102-1 | T.348., R.9W., and T.355., R.10W., W.M. shown on closure map. |
| Roover Gulch Research Natural Area | 1,290 | 1d | - | T.388., R.9W., W.M., Sec's. 2, 3, 10, 11, 12, 13 and 14, as established. |
| Rorse Creek Meadow | 40 | 1c | 1102-6 | T.365., R.8W., W.M., SE1/4 SW1/4 SW1/4 Sec. 8; SE1/4 SW1/4, Sec. 8; N1/2 SW1/4 SE1/4 SE1/4 Sec. 8; NE1/4 NW1/4 NW1/4 Sec. 17 |
| Sillake Campground | 20 | 5a | 1103-1 | T.348., R.11W., W.M., Lot 3 Sec. 19 |
| Indigo Prairie | 80 | 1d | 1103-1 | T.358., R.10 1/2W., W.M., S1/2 SW1/4 Sec. 19 |
| Iron Mountain Botanical Area | 1,866 | 1d | - | As shown on establishment map. |
| Josephine | 280 | 1d | 1103-1 | T.358., R.8W., W.M. NW1/4 Sec. 30; T.388., R.9W., W.M., NE1/4 NE1/4, SE1/4 NE1/4, NE1/4 SE1/4 Sec. 23 |
| Lawson Saddle Timber Sale area | 1,350 | 2e | 1103-11 | T.365., R.12W., W.M., sec's. 21, 22, 27, 28, 33, 34; T.376., R.12W., W.M., Sec. 4; as shown on closure map. |
| Lewisworth Gulch Research Natural Area | 849 | 1d | - | T.418., R.11W., W.M., Sec's. 2, 3, 4, 9 and 10, as established. |

Table E-2. Area Closures Managed under 36 CFR 261.56 - Administrative (Continued)

| Area Name | Approximate Acreage Affected | Closure Codes | Closure Order Number | Location Description |
|--|------------------------------|---------------|----------------------|--|
| Lobster Creek Picnic Ground | 5 | 5a | 1103-1 | T.355., R.13W., W.M., Lot 8 Sec. 19 |
| Lobster Grove Botanical Area | 534 | 1d | - | As shown on establishment map. |
| Long Ridge | 1,120 | 1b | 1101-7 | T.385., R.12W., W.M., Sec. 24; SE1/4 Sec. 22; E1/2 Sec. 27; NE1/4 Sec. 34 |
| Miller and Nook river bars | 47 | 7g | 1101-7 | T.395., R.12W., W.M., Sec's. 30, 31 |
| Oregon Mountain Botanical Area | 2,623 | 1d | - | As shown on establishment map. |
| Page Mountain Grove Botanical Area | 64 | 1d | - | As shown on establishment map. |
| Pine Point Picnic Ground | 1 | 5a | 1103-1 | T.376., R.13W., W.M., SW1/4 NE1/4 Sec. 18 |
| Port Griford Cedar Research Natural Area | 1,120 | 1d | 1103-1 | T.328., R.12W., W.M., Sec. 35; E1/2 Sec. 34; E1/2 SW1/4, SW1/4 SW1/4, SW1/4 SE1/4 Sec. 26 |
| Queestana Campground | 37 | 5a | 1103-1 | T.358., R.13W., W.M., Lots 4, 5, and 6 Sec. 34 |
| Red Flat | 640 | 1b | 1101-7 | T.376., R.13W., W.M., Sec. 31, Unsurveyed |
| Red Flat Botanical Area | 53 | 1d | - | As shown on establishment map. |
| Red Mountain | 240 | 1b | 1101-7 | T.396., R.11W., W.M., NW1/4 SW1/4, NE1/4 SW1/4, SE1/4 SW1/4, S1/2 S1/2 SE1/4 Sec.8; N1/2 NE1/4 Sec. 17 |
| Redwood Groves Botanical Area | 511 | 1d | - | As shown on establishment map. |
| Redwood river bar | 12 | 7g | 1101-7 | T.395., R.12W., W.M., Sec's. 20, 29 |
| Rough and Ready Flat Botanical Area | 1,499 | 1d | - | As shown on establishment map. |
| Sam Brown Meadow | 40 | 1c | 1102-6 | T.365., R.8W., W.M., E1/4 W1/2 SE1/4 NE1/4 Sec. 18 NOTE: SEE CLOSURE ORDER 1102-8. |
| Sapphira/So. Indigo Timber Sale area | 2,290 | 2c | 1103-11 | T.358., R.10W., W.M., Sec's. 6, 7, 18, 19; T.358., R.10 1/2W., W.M., Sec's. 7, 18, 19, 30, 31; T.355., R.11W., W.M., Sec's. 26, 25, 26; as shown on closure map. |
| Shaketooth Redwood Botanical Area | 21 | 1d | - | As shown on establishment map. |

Table E-2. Area Closures Managed under 36 CFR 261.56 - Administrative (Continued)

| Area Name | Approximate Acreage Affected | Closure Codes | Closure Order Number | Location Description |
|-------------------------------------|------------------------------|---------------|----------------------|---|
| Snow Camp | 2,240 | 1b | 1101-7 | T.378., R.12W., W.N., Sec's. 19, 20 Unsurveyed; T.378., R.12 1/2W., W.N., Sec's. 24, 25 |
| Snow Camp Botanical Area | 1,041 | 1d | - | As shown on establishment map. |
| Sourpore Botanical Area | 571 | 1d | - | As shown on establishment map. |
| Turner Tract | 37 | 3 | 1103-2 | T.358., R.12W., W.N., Lots 7 and 8 Sec. 33, as shown on closure map. |
| Vulcan Botanical Area | 133 | 1d | - | As shown on establishment map. |
| Wheeler Creek Research Natural Area | 320 | 1d | 1105-1 | T.405., R.12W., W.N., Unsurveyed SW1/4 Sec. 15; SE1/4 Sec. 16 |
| Wild Horse | 240 | 1d | 1105-1 | T.368., R.12W., W.N., NW1/4, NE1/2 SW1/4 Sec. 18 |
| Wildhorse Campground | 11 | 5a | 1103-1 | T.368., R.12W., W.N., SE1/4 NW1/4 Sec. 10 |

Table E-3. Trail Closures Managed under 36 CFR 261.55(b) - Administrative

| Trail Name | Trail Number | Beginning Mile Point of Closure | Miles Closed | Closure Codes | Closure Order Number | Termin of Trail Closure |
|-------------------|--------------|---------------------------------|--------------|---------------|----------------------|---|
| Snowcamp | 1103 | 0.0 | 8.2 | 1a, 6a | 1101-5 | T.378., R.12W., W.N., Sec. 30 into T.37 1/28., R.12W., W.N., sec. 32 |
| Redwood Nature | 1111 | 0.0 | 11.0 | 1a, 6b | | from Section 18, T.405., R.13W., W.N., to its termin in Section 18, T.405., R.18W., W.N. |
| Tincup 1/ | 1117 | 0.0 | 5.2 | 1a, 6a | 1101-5 | T.388., R.12W., W.N., Sec. 11 into T.388., R.12W., W.N., Sec. 6 |
| Nislatnah 1/ | 1119 | 0.0 | 3.5 | 1a, 6a | 1101-5 | T.388., R.12W., W.N., Sec's. 1, 11, 12; T.388., R.11W., W.N., Sec. 6 |
| Illinois River 2/ | 1162 | 0.0 | 26.0 | 1a | 1104-2 | From its junction with Road 4103 in Section 6, T.378., R.9W., W.N., to its junction with local road (33)-272 Section 29, T.308., R.11W., W.N. |
| Rogue River 3/ | 1163 | 0.0 | 15.0 | 1a, 6b | 1103-6 | From the National Forest Boundary in Section 9, T.338., R.10W., W.N., to County Road 375 in Section 18, T.348., R.11W., W.N. |
| Fish Hook | 1180 | 0.0 | 1.5 | 3b | 1103-12 | From its junction with Road (2308)-076 in Section 8, T.358., R.10W., W.N., to end in Section 17, T.358., R.10W., W.N. |
| Mount Elijah | 1206 | 0.0 | 1.0 | 1a | 1104-2 | From Oregon Caves National Monument in Section 15, T.405., R.6W., W.N., to its junction with the open trail to local road (4611)-070 in Section 15, T.405., R.6W., W.N. |

1/ Access to Kalmiopsis Wilderness

2/ Access to and through Kalmiopsis Wilderness (total miles shown)

3/ Access to and through Wild Rogue Wilderness (total miles shown)

PROPOSED FOREST PLAN AMENDMENTS

This section of this Appendix documents proposed Forest Plan Amendments that would be changed under the Action Alternatives as applicable.

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, a proposed amendment to the plan must be included with the alternatives so that the final decision will 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 amendment** to the Forest Plans to enact the Travel Management Rule, and **route-specific amendments** to specific management direction in the form of changes to Standards and Guidelines. Both types of amendments are needed under the Action Alternatives to allow a decision under these alternatives to be consistent with land management plan direction. These proposed changes would allow consistency.

This proposal and the Travel Analysis 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. 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, 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 1, 2 and 3 are considered the Action Alternatives and include Forest Plan Amendments according to the function and description of the alternatives (see EIS Chapter II for more detail).

| | Alternative 1 | Alternative 2 | Alternative 3 | Alternative 4 |
|---|---------------|---------------|---------------|---------------|
| Rogue River National Forest | | | | |
| Forest-wide to enact Travel Rule | NO | YES | YES | YES |
| Forest-wide: deletes ORV Plan - Appendix C | NO | YES | YES | YES |
| Specific Plan Amendments to allow Boundary Trail: MS 2, MS 12 & MS 25 | NO | YES | YES | NO |
| Siskiyou National Forest | | | | |
| Forest-wide to enact Travel Rule | NO | YES | YES | YES |
| Forest-wide: deletes ORV Plan - Appendix E | NO | YES | YES | YES |
| Specific Plan Amendments to allow Boundary Trail: MA 3 | NO | YES | YES | NO |

Requirements for land management plan amendments are found in FSM 1921.3 and FSM 1922.5. The level of analysis should be sufficient to evaluate any programmatic effects associated with the site-specific changes associated with a motorized use designation system.

FOREST-WIDE PLAN AMENDMENTS

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 an amendment to the applicable Forest Plans. Under the Action Alternatives, amendments to the Rogue River Land and Resource Management Plan and the Siskiyou Land and Resource Management Plan would provide consistency with the 2005 Travel Management Rule. All roads, trails, and cross-country motorized use would be closed unless designated open to specific uses.

The following text, specific to each respective Forest Plan for the Rogue River-Siskiyou National Forest, would amend current management direction for motorized vehicle use.

Rogue River NF

On November 9, 2005, the Final Rule for Travel Management; Designated Routes and Areas for Motor Vehicle Use (Travel Management Rule) was published in the Federal Register. This affects 36 Code of Federal Regulations (CFR) Parts 212, 251, 261, and 295. These rules became effective in December 2005. The Rule revises several regulations to require designation of roads, trails, and areas for motor vehicle use on National Forests and National Grasslands.

In order to provide consistency, the 1990 Rogue River National Forest Land and Resource Management Plan is hereby amended to adopt and include direction with the 2005 Travel Management Rule and allowable uses associated with the 2009 Record of Decision under the Final EIS for Motorized Vehicle Use on the Rogue River-Siskiyou NF. This decision is designed to enact the Travel Management Rule in compliance with 36 CFR 212.

Under this amendment, all roads and trails on the Rogue River National Forest will be closed to motorized use unless designated open to this use. This plan amendment also prohibits cross-country motorized use unless the area is designated for that use. Motorized use is designated per the Motorized 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 will be made available to the public free-of charge. There may be some changes as implementation occurs on the ground. Designation, use restrictions, and operating conditions may be revised in future decisions as needed to meet changing conditions or management strategies. This plan amendment, allows codification or the ability to issue citations for use violations not in accordance with the MVUM.

Because the Travel Analysis process was enacted to provide improved motorized use direction, in compliance with current Forest Service policy and the 2005 Travel Management Rule, Forest Plan Appendix C, Off-Road Vehicle Management Plan, is removed, replaced with direction associated with the Travel Management Rule, this decision and the Motorized Vehicle Use Map.

Siskiyou NF

On November 9, 2005, the Final Rule for Travel Management; Designated Routes and Areas for Motor Vehicle Use (Travel Management Rule) was published in the Federal Register. This affects 36 Code of Federal Regulations (CFR) Parts 212, 251, 261, and 295. These rules became effective in December 2005. The Rule revises several regulations to require designation of roads, trails, and areas for motor vehicle use on National Forests and National Grasslands.

In order to provide consistency, the 1989 Siskiyou National Forest Land and Resource Management Plan is hereby amended to adopt and include direction with the 2005 Travel Management Rule and allowable uses associated with the 2009 Record of Decision under the Final EIS for Motorized Vehicle Use on the Rogue River-Siskiyou NF. This decision is designed to enact the Travel Management Rule in compliance with 36 CFR 212.

Under this amendment, all roads and trails on the Siskiyou National Forest will be closed to motorized use unless designated open to this use. This plan amendment also prohibits cross-country motorized use unless the area is designated for that use. Motorized use is designated per the Motorized 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 will be made available to the public free-of charge. There may be some changes as implementation occurs on the ground. Designation, use restrictions, and operating conditions may be revised in future decisions as needed to meet changing conditions or management strategies. This plan amendment, allows codification or the ability to issue citations for use violations not in accordance with the MVUM.

Because the Travel Analysis process was enacted to provide improved motorized use direction, in compliance with current Forest Service policy and the 2005 Travel Management Rule, Forest Plan Appendix E, Off-Road Vehicle Management Plan, is removed, replaced with direction associated with the Travel Management Rule, this decision and the Motorized Vehicle Use Map.

ROUTE-SPECIFIC PLAN AMENDMENTS

This section documents the specific management direction in the form of Standards and Guidelines that would be changed under the Action Alternatives as applicable.

It is presented in a table format, referencing the section of the respective Forest Plans that would be changed. "Current wording" describes the Forest Plan text as it currently states and includes a page reference from the respective Forest Plan. "Proposed wording" is for Action Alternatives that include changes.

Rogue River LRMP Specific Plan Amendment for Boundary Trail:

BACKCOUNTRY NON-MOTORIZED - MS-3

PROTECTION

| Current Wording | Proposed Wording |
|---|--|
| <p>#3. Motorized and mechanized vehicle use is generally prohibited in this management area except for approved mining operations. Seasonal motorized use (i.e., snowmobiling) may be permitted in certain portions of this management area.</p> <p>Page 4-43</p> | <p>#3. Motorized and mechanized vehicle use is generally prohibited in this management area except for approved mining operations. Based on historical and ongoing use, the Boundary Trail (#1207 and connector trails - Siskiyou Mountains Ranger District) is specifically designated for OHV Class III motorized use. Seasonal motorized use (i.e., snowmobiling) may be permitted in certain portions of this management area.</p> |

BOTANICAL AREA - MS-12

PROTECTION

| Current Wording | Proposed Wording |
|--|--|
| <p>#6. Motorized vehicles will be allowed only on roads except in emergency situations. The exception is that snowmobile use may be allowed when snow depth is sufficient.</p> <p>Page 4-149</p> | <p>#6. Motorized vehicles will be allowed only on roads except in emergency situations. Based on historical and ongoing use, the Boundary Trail (#1207 and connector trails - Siskiyou Mountains Ranger District) is specifically designated for OHV Class III motorized use. Snowmobile use may be allowed when snow depth is sufficient.</p> |

RESEARCH NATURAL AREA - MS-25

PROTECTION

| Current Wording | Proposed Wording |
|--|--|
| <p>#12. Off-road vehicle recreation use is prohibited.</p> <p>Page 4-292</p> | <p>#12. Off-road vehicle recreation use is generally prohibited. Based on historical and ongoing use, the Boundary Trail (#1207 and connector trails - Siskiyou Mountains Ranger District) is specifically designated for OHV Class III motorized use.</p> |

Siskiyou LRMP Specific Plan Amendment for Boundary Trail:

RESEARCH NATURAL AREA - MA-3

PROTECTION

| Current Wording | Proposed Wording |
|--|---|
| MA3-2 Recreation activities and uses within an RNA should be discouraged if they threaten the values for which the RNA is established; this includes overnight camping, recreation use within 200 feet of lakes, ponds and streams, and pack and saddle stock use. All recreation ORV use shall be prohibited. If other recreation uses threaten research or education values, closures or permits should be instituted. Page IV-82 | MA3-2 Recreation activities and uses within an RNA should be discouraged if they threaten the values for which the RNA is established; this includes overnight camping, recreation use within 200 feet of lakes, ponds and streams, and pack and saddle stock use. Recreational ORV use shall be generally prohibited. Based on historical and ongoing use, the Boundary Trail (#1207 and connector trails - Wild Rivers Ranger District) is specifically designated for OHV Class III motorized use. If other recreation uses threaten research or education values, closures or permits should be instituted. |

Consistency with Laws, Regulations, Policy, and Land and Resource Management Plans (Forest Plans)

The NFMA regulations and 36 CFR 219, Subpart A, contain provisions that allows for amending Forest Plans. The Forest is proposing amendment to remove direction that is outdated, does not effectively provide limitations on management activities, is open to misinterpretation, and/or could be in conflict with the concept of establishing Forest-wide, travel planning area and route-by-route management direction in accordance with the 2005 Travel Management rule.

For amendments, the regulations require the decision-maker (the Rogue River-Siskiyou National Forest Supervisor) to determine whether the proposal would result in a significant change to the Forest Plans based on an analysis of the goals, desired conditions, objectives, guidelines and other contents of the Plan. If the amendment is determined not significant, then the Forest Supervisor may implement the amendment following appropriate public notification and satisfactory completion of NEPA procedures. If the amendment is determined significant, the Forest Service should follow the same procedure as that required for development of a Forest Plan.

One way to determine significance is to assess the magnitude of change resulting from the proposed amendment to the goods and services projected to be provided by the Forest Plans. The goods and services to be considered include recreation, scenery, water, fish and wildlife habitat, threatened and endangered species habitat, timber, livestock forage, fire protection and cultural resources. Information on the effects of the motorized use alternatives on these goods and services is discussed throughout the EIS.