

Threats Template Matrix - Safety and aesthetics along multi-modal corridors

1. **Threat:** As the health of various species of trees continues to decline, the result will be many trees falling throughout the forest. The safety of the public is placed at risk due to the potential of the trees falling in developed or other public access areas. The risk to public safety may be direct, such as a tree falling directly on a camper or hiker, or indirect by falling into the path of a motorized vehicle and causing an accident. All multi-modal transportation corridors are at risk to numerous downed trees impeding the continuance of travel.
2. **Location:** All roadways, developed campgrounds, disperse campsites, trailheads, boat or canoe launches, hiking trails, biking trails, equestrian trails, ATV trails and other administrative public sites are at risk.
 For locations, sites, & total miles, Utilize:
 1. *Allegheny National Forest Administrative Map;*
 2. *ANF Geographic Information System (selected map layers and associated database);*
 3. *Allegheny National Forest – Recreation Map Brochure;*
 4. *Four county area of local school district’s transportation needs (bus routes)*
3. **Impact or Severity:** The roadways in the ANF with the highest average daily traffic hold the highest immediate risk to public safety. However, all dead and dying trees along trails, trailheads, campgrounds, campsites, boat or canoe launches, and other administrative sites utilized by the public pose a significant and immediate danger.
4. **Desired Outcome:** Mitigate the hazard to the traveling public along multi-modal transportation corridors by reducing the risk of injury from falling or fallen trees while maintaining the forest aesthetics, through selective reforestation and planting efforts. Utilized up-to-date public education and notification efforts, while establishing continuous monitoring and maintenance programs for the public access areas.
5. **Strategies to Achieve the Desired Outcome**
Strategy 1: Prioritize for removal the dead and dying trees within 100 feet of the edge of the major road network. Priority should be given to open public roads such as US, PA State, Township, and open Forest Service system roads, including roads restricted to seasonal use. Concentrate efforts spatially around areas of highest tree mortality as a priority. Utilize reforestation of the cutting limits with low growing, pest tolerant species of trees and shrubs such as the techniques being developed through the University of Connecticut “Stormwise” program. <http://stormwise.uconn.edu/>
 Consider using ANF Scenery Implementation Guide, Version 1.2, December, 2009 for a list of existing Scenic Concern Level corridors (Appendix B) on the ANF and other strategies for implementation.
When: Initiate projects as soon as possible and practical. Consider in USFS FY 2018 program of work and 3-Year Strategic Plan

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<p>Who: The USFS in cooperation with right-of-way ownership including state, township, private and other federal ownership to work collaborator on the planning and NEPA portion of the project. Consider using “Good Neighbor Authority” for work on other than federal lands. Also, consider PA State planning personnel and resources for areas on federal land.</p> <p>Cost: The potential high costs can be decreased by including the select dead and dying tree removal with other timber sales. Consider using USFS stewardship sponsored projects as “goods for services agreements” to implement some of the projects through felling, chipping, or salvage of wood on selected sites for wood product utilization. Other considerations could include a firewood sale or revamping the ANF permit to allow fire wood gathering along selected routes or sites to retain wood product utilization.</p>
<p>Strategy 2: Increase the public awareness to the safety threat of the dead and dying trees through public education and outreach. Create an electronic reporting app to enable citizens to accurately and timely report the threat of fallen trees on a modal corridor or an impending unsafe condition. Consideration should be given to establishing an ANF Facebook page and/or establishing the application through the ANF public website. Responsible signing and education of the public for site specific projects.</p> <p>When: ASAP</p> <p>Who: ANF (Jeanne Hickey has explored the feasibility of the citizen reporting app). USFS Public affairs personnel for establishing or maintaining Facebook or ANF website internet options. Consider contracting options for Facebook establishment and/or monitoring.</p> <p>Cost: Minimal, cost associated with personnel to establish application, and selected personnel to update, monitor, and transfer information.</p>
<p>Strategy 3: Address the threat of dead and dying trees during the construction of any new transportation multi-modal corridor or public access sites. Establish both a maintenance and monitoring plan for addressing the threat in any subsequent NEPA planning document.</p> <p>When: During the planning phase on any new project on the ANF. Consideration should be given to potential projects such as Knox, Kane Railroad corridor or any other potential new trail systems.</p> <p>Who: USFS in cooperation with partners, volunteers, and landowners.</p> <p>Cost: By placing a maintenance and monitoring plan within a NEPA document, cost is minimal. Implementation costs – See Strategy 1</p>
<p>Strategy 4: Prioritize remaining multi-modal corridors and public access sites (other than roads addressed in Strategy 1) on the ANF. Utilize a risk assessment matrix flow chart that includes forest health conditions, scenery implementation guide and other strategies. Consider motorized trails, developed campgrounds facilities, trailheads, boat and canoe launches and other public assess sites as high priority and other pedestrian trails as a lower, but important areas for treatment. Various work areas at least 100 feet from modal- corridor or site will be considered. Techniques for planting recommended native trees and shrubs for both aesthetics and wildlife habitat will be explored. Adapted techniques to control Non-native invasive plants will also be utilized in conjunction with strategy. See also Strategy 1.</p>

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When: Consider in USFS FY 2018 program of work and 3-Year Strategic Plan. Explore the use of NEPA types to accelerate treatment for safety concerns. Consider on-going trail and campground maintenance, use of the Categorical Exclusions and NEPA documents that can be used repeatedly on a more programmatic or annual basis.

Who: USFS in cooperation with partners, volunteers, and landowners. Adopt-a-trail and Plant-a-Tree programs could be utilized if applicable.

Cost: See Strategy 1 for implementation costs. Costs to produce additional NEPA would need to be considered. On-going maintenance costs of trails and facilities would be dependent on partnerships, volunteer groups, and other contractual costs.

Strategy 5: Provide aid and education to private landowners for hazard tree removal on private property within the ANF proclamation boundary along multi-modal corridors that are link to public land.

When: Implement with strategies above. Further research is needed to see if there are programs at other agencies or jurisdiction levels that could be applied and implemented

Who: Consult other agencies for application. USFS in conjunction with state and private entities. Utilize Cooperative Extension Offices

Cost: A funding avenue will need to be researched based on any program adopted. Will include cost for education, tree removal, and any replanting efforts.

6. Monitoring Strategies

Strategy 1: Utilize the information from the citizen reporting app to increase the monitoring of hazardous trees in developed recreation sites and trails in highly affected areas of the forest. Explore the opportunity for volunteer groups to increase their contributions to keeping the dead and dying trees cleared. Cameras could be considered to monitor some key site conditions in applicable areas that consider privacy etc... An example is Penndot’s use of cameras for road and weather conditions.

When/Frequency: The current frequency is once every five years for developed campgrounds. Annual heavy and light maintenance for motorized trails currently in place. Apps and websites will supplement current program.

Who: ANF and citizen reporting app

Cost: Personnel workload and associated costs. Potential costs for equipment (cameras), maintenance/updating of computer apps, signing etc...

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7. Additional Information Needs: <ol style="list-style-type: none"><li data-bbox="249 293 919 324">1. Costs associated with NEPA document development<li data-bbox="249 329 1394 360">2. Costs associated with App and Facebook, and public website development and maintenance<li data-bbox="249 365 1667 396">3. Agreement and partnership flexibility with other agencies and landowners and copies of agreements or authorities.
8. Other: