

CHAPTER II

ALTERNATIVES INCLUDING THE PROPOSED ACTION

INTRODUCTION

This chapter describes the proposed action and its six alternatives, including one alternative which represents no action. It presents different approaches to meeting the underlying needs identified in Chapter I. The alternatives, including Alternative B which represents the proposed action, provide a mix of activities and schedules centered around a particular emphasis or theme.

This chapter consists of the following seven sections:

ALTERNATIVE DEVELOPMENT PROCESS outlines the process used to formulate the proposed action and its alternatives.

ALTERNATIVES CONSIDERED, BUT ELIMINATED FROM DETAILED STUDY describes alternatives eliminated from detailed study and reasons they were eliminated.

MANAGEMENT DIRECTION COMMON TO ALL ACTION ALTERNATIVES

MITIGATION COMMON TO ALL ACTION ALTERNATIVES

MONITORING COMMON TO ALL ACTION ALTERNATIVES

DETAILED DESCRIPTION OF THE ALTERNATIVES presents the overview and design of the seven alternatives, including the following:

Alternative A. This is the "No Action" alternative as required by the National Environmental Policy Act and would not implement the proposed action.

Alternative B. This alternative was used in scoping to identify issues and generate a variety of concepts for designing other alternatives. Recommendations set forth through the LAC planning process and developed by the Forest Service as the proposed action, are the components of this alternative.

Alternative C. This alternative emphasizes a balance of diverse recreation use, at moderate levels, for both private and commercial users within the entire river corridor.

Alternative D. This alternative emphasizes the opportunity for a non-motorized recreation experience during the primary season in the wild section from Hells Canyon to Kirkwood Historic Ranch. From Kirkwood Historic Ranch to Pittsburg Landing a mixture of motorized and non-motorized use would be provided during the primary season. Motorized recreation use would be emphasized in the scenic section.

Alternative E. This alternative would provide exclusive motorized and non-motorized recreation use on an alternating weekly basis from Hells Canyon Dam to Kirkwood Historic Ranch, and a mixture of shared motorized and non-motorized experiences on the remaining section of river.

Alternative F. This alternative emphasizes non-motorized recreation use in the wild

section of the river and motorized use in the scenic section on a year-round basis.

Alternative G, Preferred. This alternative emphasizes mixed use in the entire river corridor, year-round, with the exception of an eight-week period, on a portion of the wild river, when non-motorized periods are provided three days a week.

Table II-1, which follows the detailed descriptions of alternatives, summarizes alternative management requirements.

COMPARISON OF THE ALTERNATIVES displays the differences in the alternatives using a summary format.

ALTERNATIVE DEVELOPMENT PROCESS

The proposed action was developed from recommendations resulting from the LAC planning process. A Forest Service interdisciplinary team (ID team) of resource specialists used opinions, comments, and suggestions gathered at internal and public scoping meetings to help define key issues identified in the proposed action. Alternative themes were developed by the ID team to respond to the issues generated by analyzing the proposed action. Alternatives were also submitted by special interest groups for consideration in the alternative development process. The alternatives carried forward for detailed study are designed to resolve the significant issues surrounding the proposed action.

The alternatives are designed to achieve the purpose and need for action, desired future conditions (DFC) for the river corridor, the protection and enhancement of the outstandingly remarkable values (ORV's), and the recreation opportunity spectrum (ROS) for the river corridor. Some alternatives would achieve the DFC faster than others, as noted in descriptions of the alternatives.

ALTERNATIVES CONSIDERED, BUT ELIMINATED FROM DETAILED STUDY

During development of the alternatives much input was received from interested groups and individuals. Four groups submitted proposed alternatives: Hells Canyon Preservation Council, Northwest Powerboat Association, Northwest Rafters Association, and Oregon Natural Resources Council. Major facets of the two alternatives submitted by the Hells Canyon Preservation Council and the major facets of the proposed alternative submitted by the Northwest Powerboat Association have been discussed point-by-point in Appendix F. Because the alternatives developed by the Northwest Rafters Association and the Oregon Natural Resources Council were similar to the two alternatives submitted by the Hells Canyon Preservation Council, the major facets are adequately addressed in one detailed discussion.

Following are all of the alternative themes considered, but eliminated from further study.

HELLS CANYON PRESERVATION COUNCIL SOLITUDE 1

This alternative would eliminate motorized use on the wild river from Hells Canyon Dam to Kirkwood Creek, and would allow regulated commercial and private powerboat use on the wild and scenic river from Kirkwood Creek to Cache Creek. Motorized use would be regulated at varying levels from Kirkwood Creek to Getta Creek, and from Getta Creek to Cache Creek.

Floatcraft access at Hells Canyon Creek would be limited to three private and two commercial launches per day during the primary season and unlimited during the secondary season. Launches from Pittsburg and Dug Bar would be unlimited, year-round. The alternative includes limiting a launch party to a maximum of 30 people using a maximum of 10 floatcraft. Reference analysis file for submitted alternative.

This alternative was eliminated from detailed study because several of the alternatives considered for detailed study include a combination of themes or resulting effects that are similar to this alternative. Alternative D, for example, provides for a non-motorized recreation opportunity during the primary season in the wild section from Hells Canyon Dam to Kirkwood Historic Ranch. Alternative F provides for year-round, non-motorized, recreation opportunities on the entire wild river section. Alternative C emphasizes a moderate level of recreation use for the entire corridor, particularly in the scenic section as proposed in Solitude 1. Additionally, many of the major facets in the submitted alternative were outside the scope of this EIS and were not carried forward for detailed study.

Appendix F provides a detailed comparison of the alternative's major facets and the Forest Service's disposition.

HELLS CANYON PRESERVATION COUNCIL SOLITUDE 2

This alternative is identical to Alternative Solitude 1, except it limits motorized use to commercial powerboats only from Cache Creek to Getta Creek. Reference analysis file for submitted alternative.

Alternative F is similar to this alternative in that it provides for year-round, non-motorized, recreation experiences within the wild section. Although none of the other action alternatives would eliminate private powerboaters from the entire river corridor, Alternative C provides for a moderate level of recreation use for both motorized and non-motorized users.

This alternative was eliminated from detailed study because the proposal to eliminate private powerboat use from the river corridor is not within the intent of the purpose and need for action, and does not meet the intended DFC and ROS characteristics for the scenic section or the intent of the Act establishing the HCNRA. This alternative would not provide for appropri-

ate and equitable river access to all users as identified in one of the significant issues.

Appendix F provides a detailed comparison of the alternative's facets and the Forest Service's disposition.

NORTHWEST POWERBOAT ASSOCIATION

The Wild and Scenic Snake River would be managed for four different DFC's under this alternative: Hells Canyon Dam to Wild Sheep Rapid with a DFC emphasizing recreation; Wild Sheep Rapid to Sheep Creek Rapid with a DFC emphasizing backcountry semi-primitive motorized; Sheep Creek rapids to Pittsburg Landing with a DFC emphasizing interpretation of historical features; and Pittsburg Landing to the northern boundary of the NRA with a DFC emphasizing recreation.

The alternative would provide opportunities for powerboat and floatcraft users weighted toward "equality on a regional basis." Motorized and non-motorized use would be regulated by applying daily launch limits. The proposal allows for personal motorized watercraft within the scenic section and would not assign maximum party size limits on commercial powerboats. Reference analysis file for submitted alternative.

This alternative was eliminated from detailed study because several of the alternatives considered for detailed study include a combination of themes or resulting effects that are similar to this alternative. Alternative B proposes use levels in the wild section that are similar to this alternative. Although the proposal to assign a recreation DFC to the river section from Hells Canyon Dam to Wild Sheep Rapid is similar to the current use in Alternative A (No Action), this specific proposal is not carried forward in any of the action alternatives. Segmented DFC's, as presented in the DEIS, were dropped from further consideration in the FEIS.

Appendix F provides a detailed comparison of the alternative's major facets and the Forest Service's disposition.

NORTHWEST RAFTERS ASSOCIATION

This alternative is similar to the Hells Canyon Preservation Council's Solitude 1 alternative. The primary difference is slightly higher private powerboat use in the section between Kirkwood Historic Ranch and Cache Creek. Reference the analysis file for submitted alternative.

This alternative was eliminated from detailed study because several of the alternatives considered for detailed study include a combination of themes or resulting effects that are similar to this alternative. Alternative D, for example, provides for a non-motorized recreation opportunity in the wild section from Hells Canyon Dam to Kirkwood Historic Ranch. Alternative C emphasizes a moderate level of recreation use in the entire corridor, particularly in the scenic section as proposed in Solitude 1.

OREGON NATURAL RESOURCES COUNCIL

This alternative was submitted as a modified alternative to Hells Canyon Preservation Council's Solitude 2. The modification would allow commercial powerboat use in the wild section of the river for two years until a complete river trail is finished from Hells Canyon Dam to Granite Creek on the Idaho side. It would allow private powerboat use between Cache and Getta Creeks. Reference the analysis file for submitted alternative.

This alternative was eliminated from detailed study because completion of the trail from Granite Creek to Hells Canyon Dam is outside the scope of this EIS. The recommendation to permit private powerboat use between Cache and Getta Creeks is a component of Hells Canyon Preservation Council's Solitude 1 and is similar to a variety of action alternatives that emphasize varying levels of private motorized use in the scenic section.

OTHER ALTERNATIVES CONSIDERED BUT ELIMINATED FROM DETAILED STUDY

In the development of alternatives, the planning team developed a wide variety of alternative themes to resolve the issues generated from the proposed action. Many of these were not carried forward for detailed study as noted below:

An alternative that emphasized managing the wild section by offering a "freedom of boat choice" during the primary season was considered. The "freedom of boat choice" approach would allocate a set number of launches per day through a lottery system, with the recipient of a permit given the freedom to choose the type of watercraft they would use, i.e., motorized or non-motorized. This alternative was eliminated from detailed study because of the inability to manage and/or predict the ratio of users on a given day, thus not resolving the social conflicts identified in the purpose and need. In addition, existing commercial use established in the wild section would make it difficult to implement and manage the "freedom of boat choice" system without causing substantial economic impacts.

An alternative that emphasized managing for maintenance and enhancement of ecological components of the corridor by reducing private and commercial motorized and non-motorized use was considered. This alternative's theme was similar in nature to the intent of the action alternatives developed in response to the proposed action and the significant issues identified during public scoping. It was not carried forward for detailed study.

An alternative that emphasized managing the river corridor with minimum regulation for both motorized and non-motorized private and commercial users was considered. This alternative would provide open access to watercraft and aircraft with minimum regulation on use levels, campsite management, and party sizes, with emphasis on education instead of regulation. This alternative would not contribute to the DFC of the river corridor, would be detrimental to the identified outstandingly remarkable values, and

is not within the intent of the Wild and Scenic Rivers Act or the HCNRA Act. This alternative was not carried forward for detailed study.

An alternative was considered that would manage the river corridor at use levels comparable to when the HCNRA was established in 1975. This alternative was eliminated from detailed study because the CMP (1982) and subsequent modifications by the Assistant Secretary of Agriculture in 1983 and 1984, provide the management direction and reflect the established use levels for the river corridor. Additionally, recreation use data prior to 1982 is unreliable. Alternative C replicates moderate use levels within the entire river corridor.

During the DEIS comment period, the Hells Canyon Alliance submitted an alternative for consideration as part of their comments on the DEIS that modified Alternative B (reference analysis file). This alternative was not carried forward for detailed study because it is very similar in nature to the alternative submitted by the Northwest Powerboat Association during the scoping process, previously addressed in this section. Specific components of the Hells Canyon Alliance comments, Respondent 1198, are addressed in Appendix K.

Following the DEIS comment period, and after reviewing the public comment and content analysis, the responsible official directed the planning team to develop two additional alternatives to respond to limitations established during the review. One of those alternatives was brought forward for detailed analysis as the FEIS Preferred Alternative G. The other alternative was eliminated from detailed study following review with the responsible official. The eliminated alternative was virtually identical to the FEIS Preferred Alternative G except that it did not provide for the three-day, non-motorized period included in Alternative G.

MANAGEMENT DIRECTION COMMON TO ALL ACTION ALTERNATIVES

Actions or requirements that are common to all action alternatives are described in this section.

This management direction would be added to the Forest Plan with the selection and implementation of an action alternative.

Management areas within the river corridor (Management Areas 8, 12, and 16) would be managed pursuant to the management area direction established in the Forest Plan (pages 4-76 through 4-91) and the CMP, except for the proposed changes noted in this section and in the individual alternative description section of this chapter.

Individual resources would be managed pursuant to the applicable Forest-wide standards and guidelines established in the Forest Plan (pages 4-18 through 4-56), including the amended standards and guidelines for noxious weeds, except for the proposed changes noted in this section and in the individual alternative description section of this chapter.

All management practices and developments within the river corridor would be implemented to ensure the protection and enhancement of the river's identified ORV's and ROS characteristics.

Motorized and non-motorized administrative use of the river corridor for cooperating management agencies would be permissible, above the allocations for private and commercial users, with prior approval from the Area Ranger.

Manage visual resources pursuant to Forest Service Manual 2354.42 whereas the wild section is managed for preservation and the scenic section for retention.

Prohibit camping outside of designated dispersed campsites and developed recreation sites.

Phase in a solid human waste carryout program for the wild river in 1995 and for the scenic river in 1996. Remove all pit toilets by the beginning of the primary season for the wild river in 1995 and for the scenic river in 1996. Coordinate user education through a public information plan on implementing the human solid waste carryout program for wild river users in 1994 and scenic river users in 1995.

Maintain toilet facilities at administrative and developed recreation sites and manage them according to site development plans and State regulations, unless specifically noted in the alternatives.

Coordinate with the U.S. Coast Guard to ensure commercial powerboat operators have proper on-board waste facilities to compliment the implementation of the solid human waste carryout system.

Ensure the compatibility of new management direction with upland river corridor uses, such as hiking and horsepacking, and access to private inholdings.

Require self-issued permits for trail users between Pittsburg Landing and Kirkwood Historic Ranch to monitor trail and camping impacts. If monitoring indicates levels of use are affecting the ROS settings and the recreation ORV, limitations may be imposed, at least during the primary season.

Horsepackers that camp within designated high use sites would be required to carry out solid human waste, year-round. High use sites are as follows: Battle Creek, Saddle Creek, Salt Creek, Two Corral, Tryon/Camp Creek, Bob Creek, Bernard Creek, and Sheep Creek. Additional sites may be designated through Area Ranger approval based on monitoring of use levels and potential social and/or resource conflicts.

Horsepackers that camp outside of designated high use sites would be required to use a "cat hole" method for disposal of solid human waste, year-round. "Cat holes" should be a minimum of 200 feet from dispersed campsites, water courses, and trails.

Backpackers would be required to use a "cat hole" method for disposal of solid human waste, year-round, regardless of where they camp. "Cat holes" should be a minimum of 200 feet from dispersed campsites, water courses, and trails.

Prohibit the cutting and/or burning of live or dead vegetation and woody material year-round within 1/4 mile of the high water mark.

Fuel wood must be packed in to dispersed and developed campsites, in compliance with firepan requirements and seasonal fire closures. If monitoring indicates inadequate compliance and detrimental impacts on the vegetation/botanical and ecology ORV's, manufactured fuels would be required.

Implement a chainsaw closure within the entire river corridor except for administrative and emergency use with Area Ranger approval.

Removal of hazard trees or blowdown within administrative or developed recreation sites outside of riparian areas may be done with Area Ranger approval. In these circumstances, hazard trees or blowdown may be used as firewood, providing the felled tree is not needed to meet riparian management objectives.

Hells Canyon Creek Recreation Site, Kirkwood Historic Ranch, Pittsburg Landing Recreation Site, Salt Creek Administrative Site, Pittsburg Administrative Site, Dug Bar Recreation Site, Cache Creek Ranch, the Sand Creek, Copper Creek, Sheep Creek facilities, Tryon Creek Administrative Site, and the Temperance Creek Ranch headquarters would be managed in accordance with Management Area 16, Administrative and Recreation Sites (Forest Plan, pages 4-91 through 4-93), the approved individual site development plans, and ROS characteristics listed in Tables III-1 and III-2, unless specifically noted in the alternatives.

Existing docks located at Management Area 16 sites would be allowed to remain in place unless specifically noted in the alternatives. Tie rings would be allowed at all Management Area 16 sites unless specifically noted in the alternatives.

Pursuant to Forest Plan standard and guideline 21 for Management Area 16, site plans would be completed for all administrative sites by the end of calendar year 1997.

Implement a "no-wake" zone at administrative and developed recreation sites. Through the user education program, emphasize proper river etiquette for minimizing boat wakes when encountering other parties.

Prohibit the launching of inflatable watercraft from commercial and private powerboats anywhere in the wild and scenic river, year-round, except for week days in the scenic section. Launching inflatables from private powerboats would be allowed in the scenic river on Monday through Thursday under provision of a self-issued permit.

Eliminate the use of kickers on floatcraft in the wild river, year-round. Kickers would be permitted in the scenic section, year-round.

Design, construct, and manage recreation facilities according to the architectural design guides and standards of the "Hells Canyon Scenic Byway Management Plan" (reference analysis file).

Establish a new primary season from the Friday before Memorial Day through September 10, inclusive. Adjust the primary season when monitoring indicates a need to manage increased use levels for the spring and fall seasons.

Coordinate with the Bureau of Land Management to evaluate the effects of the lower Salmon River recreational use on meeting the DFC established for the scenic section of the Snake River.

Limit recreational aircraft (fixed wing and rotary) landings to designated public airstrips in the river corridor.

Require self-issued permits at public airstrips.

Maintain a maximum ceiling of 19 special use permits for commercial powerboat outfitters and 16 special use permits for commercial float outfitters (including land-based outfitters that provide ferrying services).

Implement a monitoring system for commercial powerboats and administrative use by other government agencies similar to monitoring required of other river users.

Display boater registration numbers on motorized watercraft pursuant to State and Federal requirements to qualify for issuance of permits.

Provide floatcraft identification tags to be attached to and displayed by each craft in a launch party.

Provide an active and timely education program at all river portals to increase recreation users' awareness of acceptable social river etiquette and understanding of management practices. Reference Appendix L for further discussion.

Organized outdoor recreation program trips sponsored by institutions and semi-public outfitting and guiding organizations are considered to be commercial outfitting activities. These organizations would require outfitter and guide special use permits within the allowable ceiling of motorized or non-motorized special use permits available.

Strategy for Salmon River Users

Consistently manage the impacts of boaters originating on the Salmon River with the impacts of Snake River boaters with consideration given to management strategy on the Salmon River.

The 30-person maximum party size for Salmon River boaters would be reduced to 24 on the Snake River except for campsites between the confluence with the Salmon River and Salmon Bar, approximately one mile downstream of the confluence, where 30-person camps would be permitted.

Groups originating on the Salmon River would be limited to a maximum of eight boats per party upon reaching the Snake River. Salmon River parties with more than eight boats per party could use the following techniques to comply with this standard:

Boats may "raft up" or tie together. Each group of "rafted up" boats counts as a single craft.

Boats may be deflated and stowed, or simply lifted out of the water and tied on top of a larger boat.

Provide for a transition period through the 1995 primary use season where Salmon River groups with more than eight boats would

be allowed to break into groups of eight or less providing they travel in separate groups and remain out of sight from each other. They may only regroup by having the first group pull in to shore. Craft would be considered pulled into shore if they are tied to shore or unoccupied. In 1996 this transition strategy would no longer be available.

Boaters originating on the Salmon River must comply with all other applicable standards and guidelines including possession of a valid Lower Salmon River permit which allows access to the Snake River.

MITIGATION COMMON TO ALL ACTION ALTERNATIVES

Mitigation measures are designed to avoid, minimize, rectify, reduce, or compensate for environmental effects of implementing the proposed action and alternatives. Mitigation measures, applicable to all action alternatives, are:

Eliminate ground-based fueling tanks, barrels, and facilities except for the administrative fueling facilities at Pittsburg Landing, which meet Environmental Protection Agency requirements.

All extra fuel transported on the river would remain onboard the vessel transporting it at all times. Staging of fuel at campsites or beaches would be prohibited. Staging and handling of fuel or other petroleum products at Management Area 16 sites would be addressed in site operation and maintenance plans.

In the event of spillage of petroleum products used in association with recreation activities within the river corridor, immediately implement the Hazmat Spill Prevention and Response Plan.

Conduct a scenery survey to guide management activities in achieving Naturalness/Visual Quality ROS settings defined for the wild and scenic sections, by the end of calendar year 1996.

In addition to the standards and guidelines of the preferred alternative, Forest Plan standards and guidelines and best management practices would apply to the activities to reduce, alter, or eliminate potential adverse effects on threatened and endangered fisheries.

To reduce the potential for boating to disturb existing fall chinook redds, educate boaters on the importance of protecting listed salmon and establish no-entry zones where known fall chinook redds exist and are known to be at risk from possible damage from jetboats. Criteria to determine whether the area of redds is in need of a no-entry zone for protection would include:

- The redd is within the main channel of the river. If the redd is in a regularly travelled path of the river, a directional sign could be used to shift traffic away from the spawning fish in order to reduce the possibility of disturbance.
- The depth of the redd may be within a shallow enough depth to warrant protection. Depths where mechanical damage to spawning gravel is apparent, or where boats are known to operate in less than 18 inches of water would warrant protection.
- The location of the redd is in a high use area such as a popular stopping place or easily accessible beach. If a redd is discovered in a popular area, this site may be closed to boats from time of discovery until spawning is complete. If the concern is for disturbance of sediment which may enter the redd, the time of restriction would be extended till March to prevent potential adverse affects to developing embryos.
- Fall chinook seem to be congregation spawners. If an area within the river corridor is found to be a high use area for several redds, this area may warrant marking as a no-entry zone or as a no-wake zone to reduce the possibility of disturbance.

The marking of redds would be reserved for only those redds in critical need of such protection measure. Marking of redds may result in increased activity around spawning sites from curious boaters thereby increasing the possibil-

ity to harass spawning fish. The actual method of marking redds would be coordinated with State fisheries agencies, U.S. Fish and Wildlife Service, and the NMFS.

Actively educate visitors on the needs of sockeye and chinook salmon. Visitor introductions and information brochures would include information on the presence of threatened and endangered fish species, and the sensitivity of the populations to possible disturbance from jet-boats or floatboats. Key information to be emphasized should include:

- Status of spring/summer and fall chinook salmon as threatened and sockeye salmon as endangered and the sensitivity of these fish populations to human interaction.
- Boaters should be aware of potential areas and times the fall chinook spawn. Once recognized, these areas should be avoided to reduce the possibility for interaction between boaters and spawning chinook salmon.
- When spawning areas are recognized, boaters should proceed through the area as quickly and quietly as possible without causing any excessive disturbance. They should also pass by the redd sites with as great a distance as possible, preferably 30 feet or more.
- Dragging or running boats and walking or wading over actual redds can be detrimental to eggs or embryos in the gravel.

During fishing seasons, the Forest Service would participate in visitor education in the identification of chinook salmon, and proper handling and release if one is caught.

MONITORING AND EVALUATION COMMON TO ALL ACTION ALTERNATIVES

Various activities would be monitored to provide an evaluation of the effect of management activities upon the environment of the corridor. Evaluations would measure compliance in achieving the goals and objectives of the Forest Plan,

the protection and enhancement of the outstandingly remarkable values of the river corridor, and the ability to achieve and maintain the ROS characteristics displayed in Tables III-1 and III-2. Based upon an evaluation of the monitoring results, the interdisciplinary team would recommend to the Forest Supervisor such changes to the management direction for the river corridor.

Monitoring and evaluation have a distinctly different purpose and scope. In general, monitoring is designed to gather the data necessary for evaluation. During evaluation, data provided through monitoring are analyzed and interpreted. This process would be conducted and displayed through the annual Forest Plan Monitoring and Evaluation Report.

The Forest Plan (Chapter 5) and the Forest Plan Monitoring Implementation Plan (reference analysis file) provide a framework by which to monitor and evaluate the following items upon implementation of a selected alternative:

- Noxious Weeds
- Threatened and Endangered Species
- Fisheries
- Wild and Scenic Rivers
- Recreation Setting
- Visual Resource Objectives
- Cultural and Historic Site Protection, Rehabilitation, and Interpretation

The Forest Plan Monitoring and Implementation Plan provides an avenue in which management accomplishments, trends, and needs for the river corridor are reported and evaluated by the responsible managers. Because of the unique nature of the Wild and Scenic Snake River and the more refined management direction that would be established as part of a selected alternative, there is a need to conduct more specific monitoring and evaluation within the corridor. Appendix J displays specific monitoring elements for the FEIS Preferred Alternative G.

Implementation of the specific monitoring items are dependent upon funding levels as noted in Appendix J. The Forest Service would actively pursue cooperative agreements for monitoring with river users and organizations.

The specific monitoring elements in Appendix J incorporate, where feasible, the recommendations from the LAC planning process for "indicators" and "standards". In some instances, Forest Service monitoring protocol provides for clearer

monitoring objectives and evaluation of data. In these cases, the proposed monitoring elements in Appendix J incorporate Forest Service monitoring protocol.

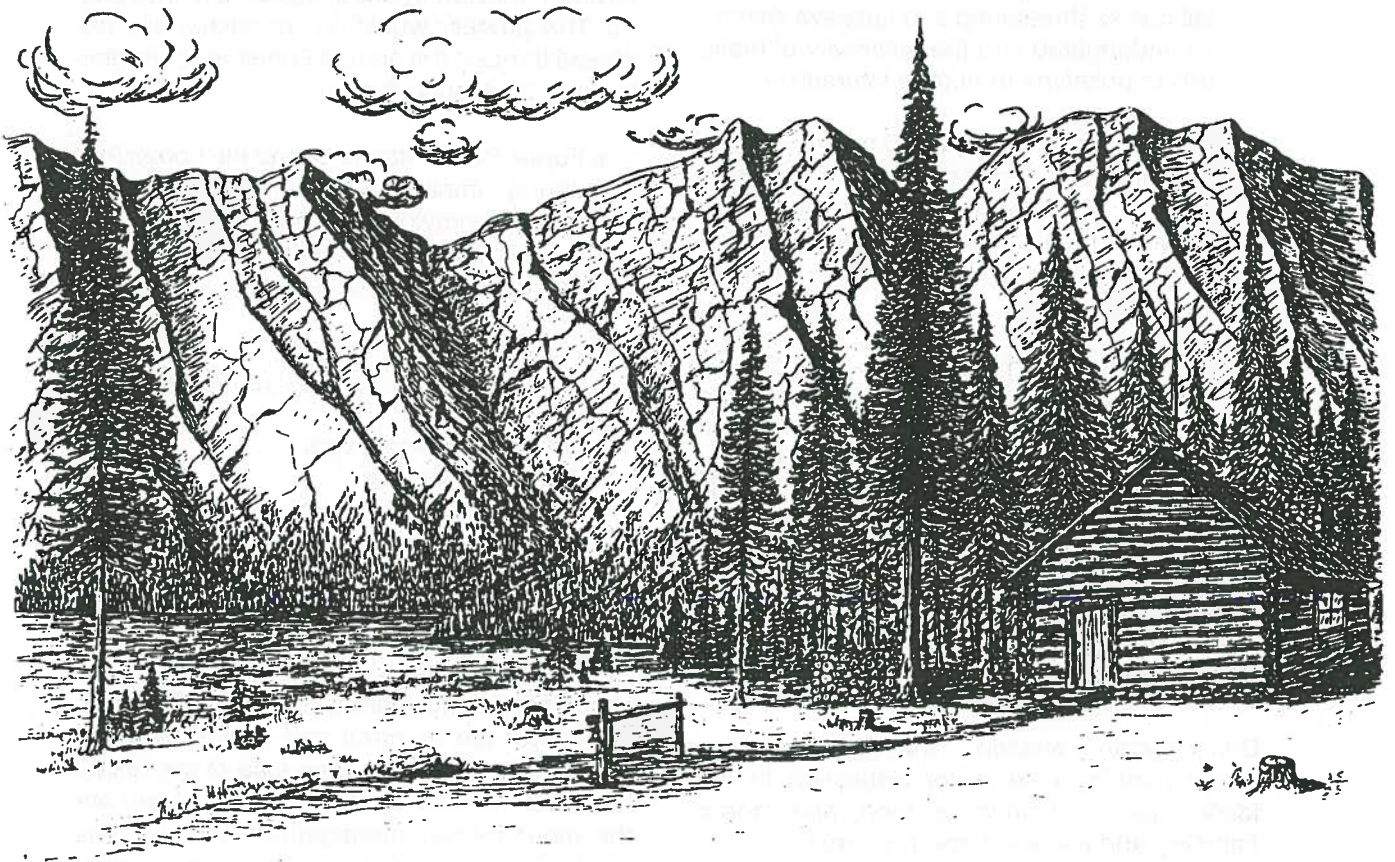
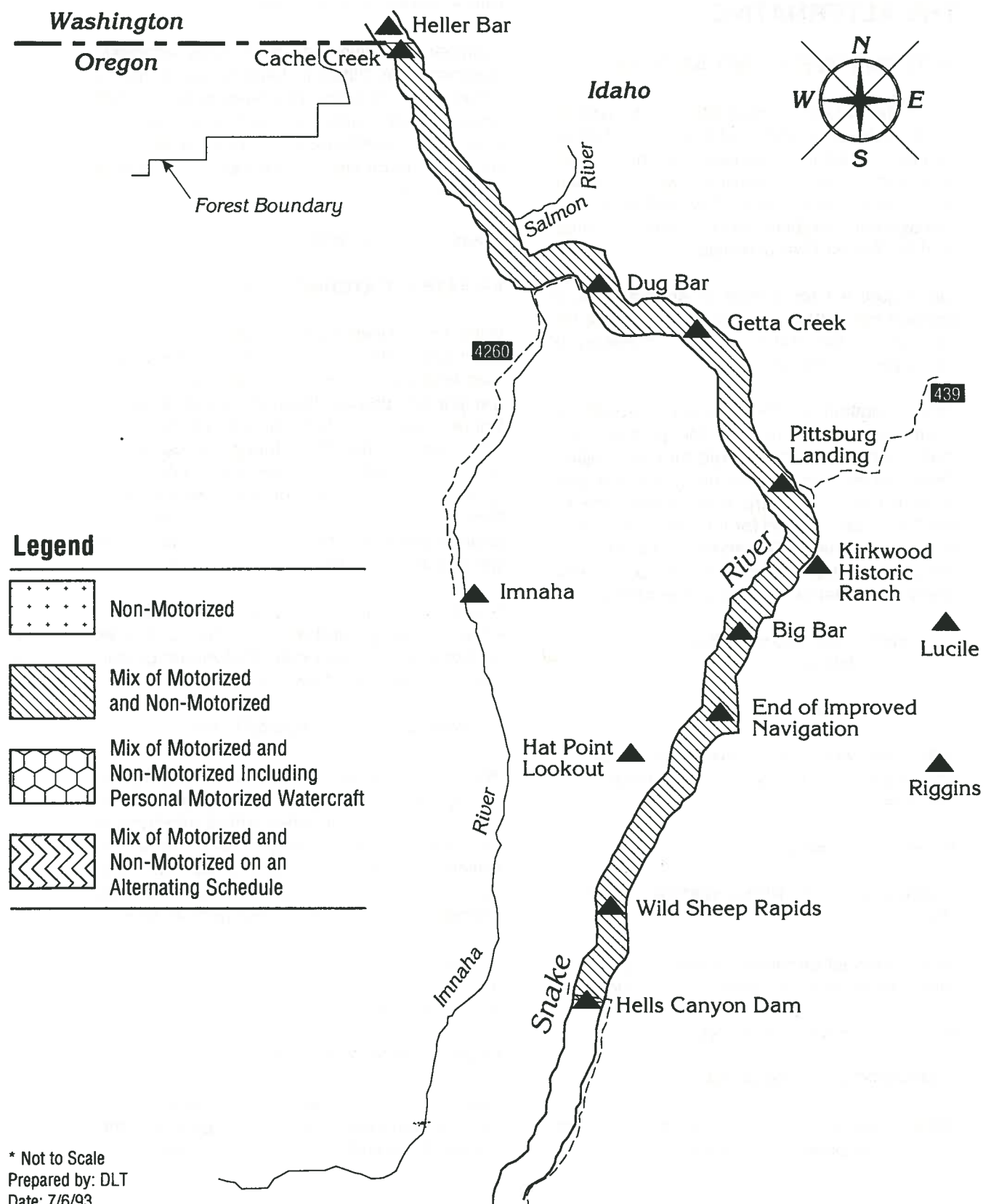


Figure II-1

Alternative A—Primary Season



DETAILED DESCRIPTION OF THE ALTERNATIVES

ALTERNATIVE A - NO ACTION

This is the "No Action" alternative as required by the National Environmental Policy Act. This alternative would not implement the proposed actions and provides a baseline in which to evaluate the action alternatives. Current Forest Plan management direction would remain in effect until the Forest Plan is revised.

See Figure II-1 for a map of Alternative A. A detailed map of the river corridor is inside the back cover. See Table II-1 for a summary of management requirements.

Implementation of this alternative would not contribute toward meeting the purpose and need for action or the desired future condition. Projected use levels for the wild and scenic sections would not lead the river corridor toward the DFC's established for the identified ORV's, short- or long-term. The effects of Alternative A are used as a frame of reference to compare the effects of implementing the action alternatives.

The specific management direction for Alternative A is as follows:

PRIVATE POWERBOAT USE

Wild. There would be no limits on private powerboat use, year-round. Self-issued permits would be required.

Scenic. Same as wild.

PERSONAL MOTORIZED WATERCRAFT USE

Wild. Personal motorized watercraft would remain permanently excluded, year-round.

Scenic. Continue year-round closure.

COMMERCIAL POWERBOAT USE

Wild. There would be no use level limits on commercial powerboats, year-round. The va-

cant permit at Hells Canyon Dam would be filled with a maximum of one boat.

Commercial powerboat permittees operating upstream from Pittsburg Landing would not be permitted to originate passengers above Wild Sheep Rapid (reference CMP). Commercial powerboat permittees would have no limits on boat size, party size, or number of day and/or overnight trips.

Scenic. Same as wild.

PRIVATE FLOATCRAFT USE

Wild. From Hells Canyon Dam to the top of Rush Creek Rapid, an allocation of 3 daily private float trip launches would continue during the primary season through use of a lottery. There would be no limits on the number of private float trip launches during the secondary season but self-issued permits would be required. From the bottom of Rush Creek Rapid to Pittsburg Landing, float trips launched from powerboats would be unrestricted. Self-issued permits would be required, year-round.

Scenic. Float trip launches would be unrestricted at Pittsburg Landing, Dug Bar, and when launched from powerboats. Self-issued permits would be required, year-round.

COMMERCIAL FLOATCRAFT USE

Wild. Two daily commercial float trip launches would continue during the primary season. Two one-day float trip launches with a maximum of two boats and supporting jetbacks, would be limited to one launch per day for each commercial outfitter on alternating days, Monday through Friday only, during the primary season.

Scenic. Float trip launches would be unrestricted at Pittsburg Landing and Dug Bar with no limit on number of trips.

LAUNCH RESERVATIONS

Launch reservations would be required only for float trip launches in the wild river between Hells Canyon Dam and the top of Rush Creek Rapid.

NUMBER OF FLOATCRAFT

Commercial and private float parties would be limited to a maximum of 30 craft per party, based on maximum party size, in all river sections.

PARTY SIZE

Party size would be limited to a maximum of 30 people during the primary season, and limited by conditions of use on permits during the secondary season for all river sections.

STAY LENGTH

Stay length would be one night at Saddle Creek, Upper Granite Creek, and Lower Granite Creek; all other sites would be 5 nights on all river sections during the primary season and 14 nights during the secondary season. Stay lengths may be adjusted to meet resource protection needs and/or to create more equitable opportunities for camping at popular sites.

DROP CAMPS, BACKPACKERS, HORSEPACKERS

Drops camps would continue to be permitted on the entire wild and scenic river. Party size for land-based users and drop camps would be restricted to 30 people, year-round.

CAMPSITE RESERVATIONS

Campsite reservations would continue to be a management option for the wild river section within existing CMP direction for the primary season.

RECREATION OPPORTUNITY SPECTRUM

The wild and scenic sections would be managed as semi-primitive, motorized.

NAVIGATION MARKERS

Markers would remain in place in all river sections.

PICNIC TABLES

Picnic tables would be retained in all river sections.

AIRCRAFT USE

Wild. Big Bar landing strip would remain open for private aircraft use; Sluice Creek would remain closed to all aircraft use. The entire wild river corridor would remain closed to rotary aircraft except for Big Bar airstrip.

Scenic. Cache Creek would remain closed to all aircraft use; Dug Bar, Pittsburg, and Salmon Bar would remain open for private aircraft use. The scenic section would remain open to rotary aircraft, except for the study river.

GRAZING ALLOTMENT, PERMITTEE FACILITY, AND PRIVATE INHOLDING ACCESS

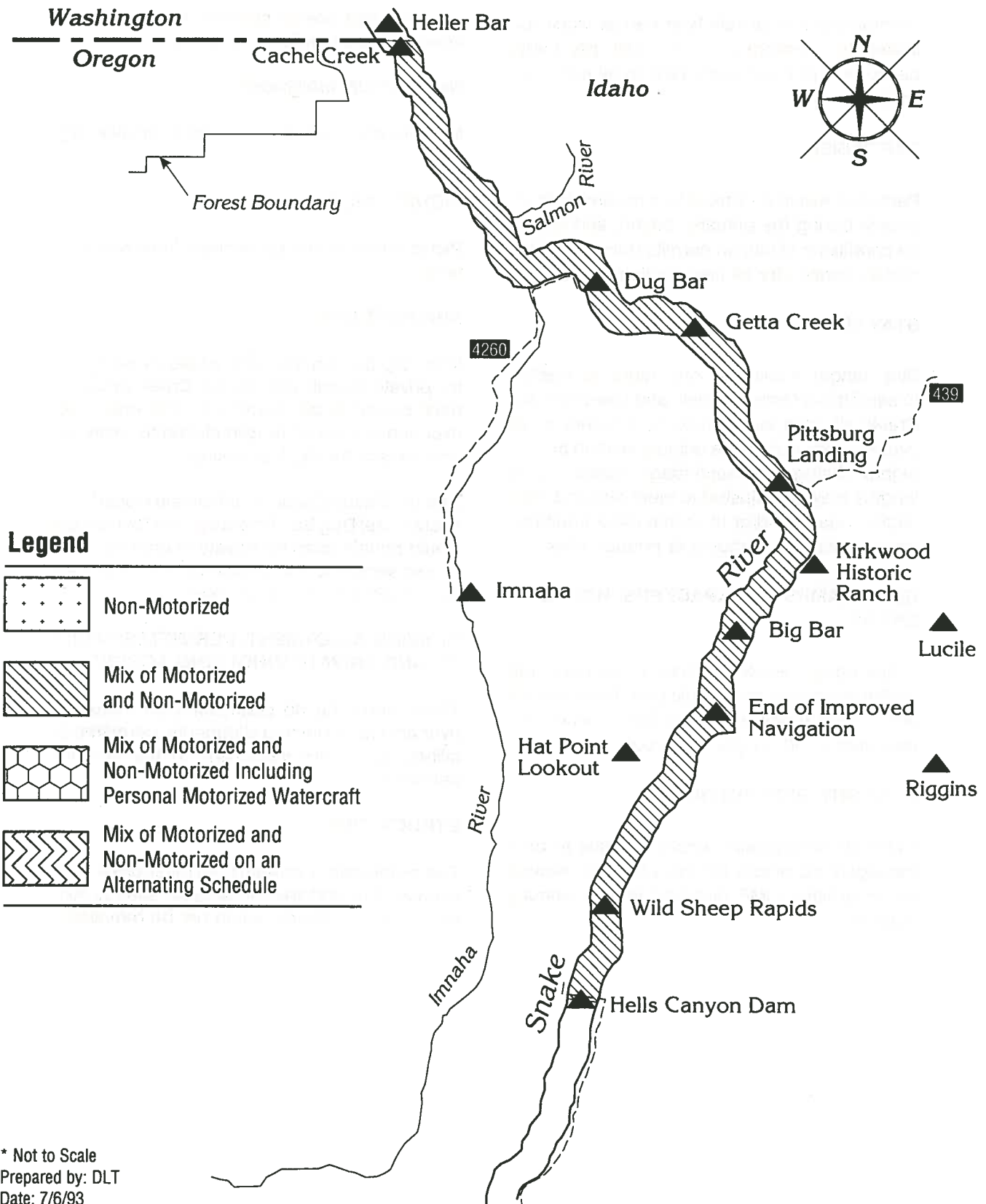
There would be no restrictions on motorized river access to grazing allotments, permittee facilities, or private inholdings in the corridor, year-round.

STRUCTURES

The metal shed upstream from Pittsburg Administrative Site and the metal grain silos at Kirkwood Historic Ranch would not be removed.

Figure II-2

Alternative B—Primary Season



ALTERNATIVE B - PROPOSED ACTION

This alternative was used in the scoping process to identify issues and generate a variety of concepts for designing alternatives to the proposed action. The recommendations from the LAC planning process, developed by the Forest Service as the proposed action, are the components of the alternative.

Implementation of this alternative would rapidly move the wild section to the DFC's established in Chapter I by providing a blend of motorized and non-motorized whitewater boating opportunities, during the primary season. Unlimited motorized access in the scenic section would not lead that section toward the DFC for an appropriate and equitable level of motorized and non-motorized access in support of the protection and enhancement of the outstanding remarkable values.

See Figure II-2 for a map of Alternative B. See Table II-1 for a summary of management requirements. A detailed map of the river corridor is inside the back cover. Appendix I provides a discussion on the development of this alternative's use levels.

The following management direction would be added to the Forest Plan:

PRIVATE POWERBOAT USE

Wild. There would be a maximum of 635 permits for the primary season. Launches would be limited to 16 launches on Friday and Saturday (8 above Rush Creek and 4 above Granite Creek), and 8 launches on Sunday through Thursday (4 above Rush Creek and 2 above Granite Creek). Daily use would be monitored and regulated to ensure equitable private powerboat use is dispersed throughout the primary season to coincide with achieving the 635 maximum permits at the end of the primary season.

There would be no limitations during the secondary season, although self-issued permits would be required.

Scenic. Private powerboat use would be unlimited, year-round, with self-issued permits required.

PERSONAL MOTORIZED WATERCRAFT USE

Wild. Personal motorized watercraft would remain permanently excluded, year-round.

Scenic. A permanent, year-round, closure on personal motorized watercraft would be enacted.

COMMERCIAL POWERBOAT USE

Wild. Commercial powerboat use would be allowed to increase to 1,368 boat days and/or an average 12 commercial powerboats per day for the primary season. There would be no use level limits on commercial powerboats in the secondary season. The vacant permit at Hells Canyon Dam would be filled with a maximum of one boat.

Commercial powerboat permittees operating upstream from Pittsburg Landing would not be permitted to originate passengers above Wild Sheep Rapid (reference CMP), and would be limited to a maximum 49 passengers.

Scenic. Commercial powerboat use would be allowed to continue at existing levels of use and growth, year-round. Use limitations would be applied when monitoring indicates at least 50% of all boaters felt crowded above the confluence of the Snake and Salmon rivers (monitoring standard).

Commercial powerboats would be restricted to a maximum of 49 passengers.

Restrict powerboats to single-deck craft that do not exceed 44 feet in length in all sections of the river.

PRIVATE FLOATCRAFT USE

Wild. Private float trip launches would be limited by a seasonal maximum allocation of 348 launches during the primary season allowing for a maximum of 3 launches per day. In the secondary season, self-issued permits would be required and there would be no use level limitations.

Scenic. Float trip launches would be unrestricted downriver from (and including) Pittsburg Landing.

COMMERCIAL FLOATCRAFT USE

Wild. Commercial float trip launches would be limited by a seasonal maximum of 232 launches during the primary season allowing for a maximum of 2 launches per day. Two one-day floats with jetbacks would be permitted to operate on alternating days, seven days a week, with a two-boat maximum per trip. This includes the conversion of a full service commercial float permit to a one-day float permit. In the secondary season, self-issued permits would be required and there would be no use level limitations.

Scenic. Float trip launches would be unrestricted downriver from (and including) Pittsburg Landing.

LAUNCH RESERVATIONS

Launch reservations would be required only for float and powerboat trips in the wild river.

NUMBER OF FLOATCRAFT

Commercial and private float parties would be limited to a maximum of 30 craft per party for the entire wild and scenic river.

PARTY SIZE

Party size would be limited to a maximum of 30 people for all river users, year-round, for the entire wild and scenic river.

STAY LENGTH

Wild. Stay lengths would be limited to two nights per site during the primary season and six nights per site during the secondary season.

Scenic - Stay lengths would be limited to four nights per site during the primary season and six nights per site during the secondary season.

Stay lengths may be adjusted to meet resource protection needs and/or to create more equitable opportunities for camping at popular sites.

DROP CAMPS, BACKPACKERS, AND HORSEPACKERS

Drop camps would be allowed. Self-issued permits for backpackers and horsepackers would not be required.

CAMPSITE RESERVATIONS

Campsite reservations would be required in the wild river section for all users during the primary season, and in scenic section when more than 90% of the sites are occupied on 50% of the weekends (monitoring standard).

RECREATION OPPORTUNITY SPECTRUM

The wild section would be managed as semi-primitive, motorized. The scenic section would be managed as modified natural river. Reference the LAC recommendations for definitions of opportunity classes.

NAVIGATION MARKERS

Wild. Markers would be removed in cooperation with the Corps of Engineers.

Scenic. Markers would remain.

PICNIC TABLES

Picnic tables would remain in all river sections.

AIRCRAFT USE

Wild. Landing strips at Big Bar and Sluice Creek would be open to private aircraft use. During the primary season, use levels would be managed so 60% of the days would be free of aircraft landings.

Scenic. Landing strips at Cache Creek, Dug Bar, Pittsburg, and Salmon Bar would be open to aircraft use. Primary season use levels would be managed so 40% of the days would be free of aircraft landings.

Prohibit private and commercial floatplane landings on the entire river corridor during the primary season.

Restrict powerboats to single-deck craft that do not exceed 44 feet in length in all sections of the river.

GRAZING ALLOTMENT, PERMITTEE FACILITY, AND PRIVATE INHOLDING ACCESS

There would be no restrictions on motorized access to grazing allotments, permittee facilities, or private inholdings for the entire river corridor, year-round.

STRUCTURES

The metal shed upstream from Pittsburg Administrative Site and the metal grain silos at Kirkwood Historic Ranch would be removed.

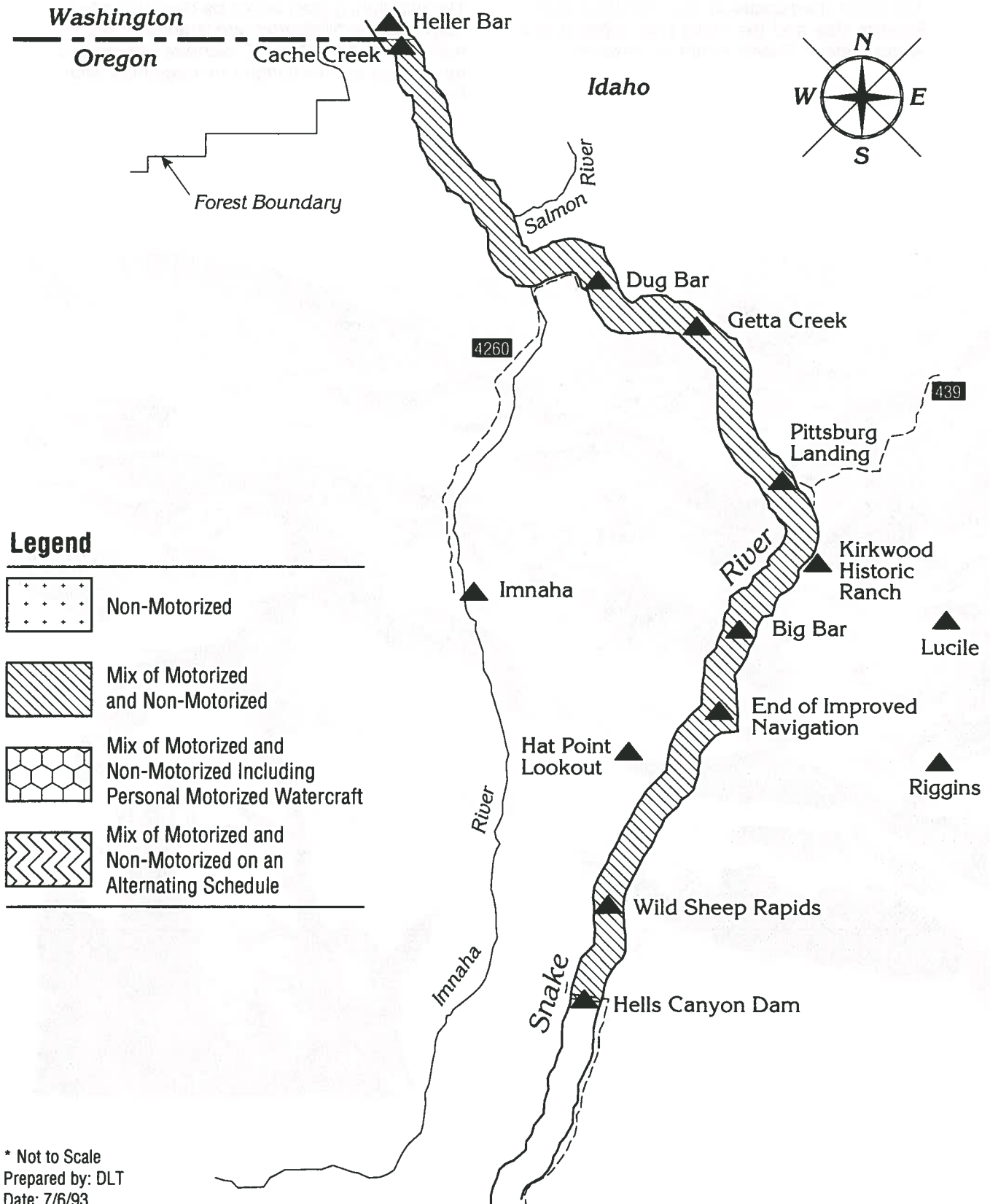
MONITORING SPECIFIC TO ALTERNATIVE B

The monitoring plan would be developed to incorporate the "indicator" and "standard" recommendations from the LAC planning process for monitoring and evaluating management effectiveness.



Figure II-3

Alternative C—Primary Season



ALTERNATIVE C

This alternative is designed to specifically address the significant issues of the protection of threatened and endangered salmon, managing for the intended recreation experience, and minimizing onshore degradation by emphasizing a balanced allocation of motorized and non-motorized use levels within the entire corridor. Moderate use levels for both private and commercial users would be allocated from an average of the 1985 through 1989 use levels, for both the wild and scenic sections.

The entire river corridor would be managed for a semi-primitive motorized setting, requiring launch reservations for all river users in the entire river corridor and campsite reservations in the wild section.

Implementation of this alternative would rapidly move the entire river corridor to the DFC's established in Chapter I by providing an appropriate and equitable blend of motorized and non-motorized whitewater boating opportunities within the entire river corridor, during the primary season. Additionally, the moderate and balanced use levels would quickly lead toward meeting the DFC's for the protection and enhancement of the identified ORV's within the entire river corridor.

See Figure II-3 for a map of Alternative C. See Table II-1 for a summary of management direction. A detailed map of the river corridor is inside the back cover. Appendix I provides a discussion on the development of this alternative's use levels.

The following management direction would be added to the Forest Plan:

PRIVATE POWERBOAT USE

Dam to Kirkwood. There would be a daily maximum of four permits with the wild section as a destination during the primary season. There would be no limitations during the secondary season, although self-issued permits would be required. When monitoring indicates that the daily averages in the secondary season exceed those established for the primary season for two consecutive years, the control period for the primary season would be expanded.

Kirkwood to Pittsburg. Included in the allocation for the Dam to Kirkwood section.

Scenic. There would be a daily maximum of five permits with the scenic section as a destination during the primary season. There would be no limitations during the secondary season although self-issued permits would be required. When monitoring indicates the daily averages in the secondary season exceed those established for the primary season for two consecutive years, the control period for the primary season would be expanded.

PERSONAL MOTORIZED WATERCRAFT USE

Dam to Kirkwood. Personal motorized watercraft would remain permanently excluded, year-round.

Kirkwood to Pittsburg. Same as Dam to Kirkwood.

Scenic. Personal motorized watercraft would be excluded for public use, year-round. Forest Service administrative use of two personal motorized watercraft would be allowed between the mouth of the Salmon River and the northern boundary of the corridor.

Administrative use of motorized personal watercraft in the scenic section would be dependent upon coordination with the Oregon State Marine Board's approval and possible amendment to Oregon Administrative Rule 250-21-040.

COMMERCIAL POWERBOAT USE

Dam to Kirkwood. There would be a daily maximum of four commercial powerboats allowed in the wild section for day and/or overnight use during the primary season. During the secondary season there would be no limitations on use levels. When monitoring indicates the daily averages in the secondary season exceed those established for the primary season for two consecutive years, the control period for the primary season would be expanded. The vacant permit at Hells Canyon Dam would be eliminated.

Commercial powerboat permittees operating upstream from Pittsburg Landing would not be permitted to originate passengers above Wild Sheep Rapid (reference CMP).

Kirkwood to Pittsburg. Included in the allocation for the Dam to Kirkwood section.

Scenic. There would be a daily maximum of five commercial boat permits for day and/or overnight use during the primary season. During the secondary season there would be no limitations on use levels. When monitoring indicates the daily averages in the secondary season exceed those established for the primary season for two consecutive years, the control period for the primary season would be expanded.

Restrict powerboats to single-deck craft that do not exceed 44 feet in length in all sections of the river.

PRIVATE FLOATCRAFT USE

Dam to Kirkwood. An allocation of three launches per day would be allowed during the primary season. (An unlimited number of daily launches would be allowed during the secondary season.) Self-issued permits would be required during the secondary season and there would be no limitation on the number of daily launches for private float trips.

Kirkwood to Pittsburg. Included in the allocation for the Dam to Kirkwood section.

Scenic. Allow for an average of one launch per day, either commercial or private, for the primary season at Pittsburg and Dug Bar, combined. When monitoring indicates the primary seasonal average exceeds one launch per day at Pittsburg and Dug Bar, combined, a daily limit would be implemented using a freedom of choice allocation system.

COMMERCIAL FLOATCRAFT USE

Dam to Kirkwood. An allocation of two launches per day would be allowed during the primary

season. One-day float trips with or without jet-backs would be allowed as part of the multi-day allocation during the primary season. During the secondary season, one-day and multi-day float trips would not be restricted, although self-issued permits would be required.

Kirkwood to Pittsburg. Included in the allocation for the Dam to Kirkwood section.

Scenic. Allow for an average of one launch per day, either commercial or private, for the primary season at Pittsburg and Dug Bar, combined. When monitoring indicates the primary seasonal average exceeds one launch per day at Pittsburg and Dug Bar, combined, a daily limit would be implemented using a freedom of choice allocation system.

LAUNCH RESERVATIONS

Launch reservations would be required for all river users on the entire wild and scenic river.

NUMBER OF FLOATCRAFT

Commercial and private float parties would be limited to a maximum of eight floatcraft per party in all river sections, year-round.

PARTY SIZE

Party sizes for day and overnight use for all river corridor users (with the exception of commercial powerboat day-use) would be limited to a maximum of 20 people per party in all river sections, year-round.

STAY LENGTH

Stay lengths would be limited to five nights during the primary season and seven nights during the secondary season on the entire wild and scenic river.

Stay lengths may be adjusted to meet site specific resource protection needs and/or to create more equitable opportunity for camping at popular sites.

DROP CAMPS, BACKPACKERS, AND HORSEPACKERS

During the primary season, drop camp users would compete for campsite reservations in the wild section. Drop camp users, backpackers, and horsepackers would be required to obtain self-issued permits for river corridor use, year-round. Reserve camps for river- and land-based outfitters would be prohibited in the entire river corridor, year-round.

RECREATION OPPORTUNITY SPECTRUM

The wild and scenic sections would be managed as semi-primitive, motorized, as displayed in the ROS characteristics Tables, III-1 and III-2.

NAVIGATION MARKERS

Markers would remain in place in all river sections.

PICNIC TABLES

Dam to Kirkwood. Picnic tables would be removed.

Kirkwood to Pittsburg. Picnic tables would be removed except at the Kirkwood Historic Ranch where they would be available.

Scenic. Picnic tables would be available.

CAMPSITE RESERVATIONS

Campsite reservations would be required in the wild section during the primary season. There would be no campsite reservations in the scenic section.

AIRCRAFT USE

Dam to Kirkwood. Big Bar and Sluice Creek landing strips would be open to private aircraft use. When monitoring indicates use levels are impairing the ORV's, an allocation system would be implemented.

Kirkwood to Pittsburg. There are no landing strips located in this section.

Scenic. Cache Creek, Dug Bar, Pittsburg, and Salmon Bar landing strips would be open to private aircraft use. When monitoring indicates use levels are impairing the ORV's, an allocation system would be implemented.

Prohibit private and commercial floatplane landings on the entire river corridor during the primary season.

GRAZING ALLOTMENT, PERMITTEE FACILITY, AND PRIVATE INHOLDING ACCESS

Dam to Kirkwood. Motorized river access to the Temperance Creek Allotment would be limited to two trips per week during the primary season, and unlimited during the secondary season. Motorized river access to the Sheep Creek Allotment would be prohibited during the primary season but would not be restricted during the secondary season. Motorized access to the outfitter's facilities at Sheep Creek would be included in the daily maximum of commercial powerboat use.

Kirkwood to Pittsburg. During the primary season, motorized access of one round-trip per day would be allowed to the Kirby Creek inholding through a special use permit issued pursuant to the Alaska National Interest Lands Conservation Act of 1980 and the "Powerboat Access to Private Inholdings Guidelines" in the analysis file. Motorized access to the Kirby Creek inholding would not be restricted during the secondary season.

Scenic. During the primary season, motorized access of one round-trip per day would be allowed to grazing allotments, or private inholdings through special use permits issued pursuant to the Alaska National Interest Lands Conservation Act of 1980 and the "Powerboat Access to Private Inholdings Guidelines" in the analysis file. There would be no restrictions on motorized access to grazing allotments or private inholdings during the secondary season. Motorized access to the outfitters facilities at Copper Creek would be included in the daily maximum of commercial powerboat use.

STRUCTURES

The metal shed upstream from the Pittsburg administrative site and the metal grain silos at the Kirkwood Historic Ranch would be dismantled and removed.

SPORTING EVENTS

No competitive sporting events would be allowed in the river corridor.



Alternative D—Primary Season



ALTERNATIVE D

This alternative is designed to specifically address the significant issues of the protection of threatened and endangered salmon, managing for the intended recreation experience, and minimizing onshore degradation by emphasizing, during the primary season, the opportunity for a non-motorized recreation experience within Hells Canyon Dam to the Kirkwood Historic Ranch portion of the wild section. During the secondary season, a motorized recreation experience would be provided. Within the wild section, from Kirkwood Historic Ranch to Pittsburg Landing, a blend of motorized and non-motorized use would be provided during the primary season. Motorized use would be emphasized within the scenic section.

The non-motorized portion of the wild section would be managed to provide a semi-primitive non-motorized recreation setting during the primary season, requiring launch and campsite reservations for floatboaters. The remainder of the wild section and the entire scenic section would be managed to provide a semi-primitive motorized recreation setting.

While providing a seasonal approach to an appropriate and equitable blend of motorized and non-motorized whitewater boating opportunities, implementation of this alternative would not move the section between Hells Canyon Dam and Kirkwood Historic Ranch quickly or equitably toward the DFC's presented in Chapter I. The alternative would lead the wild section from Kirkwood Historic Ranch to Pittsburg Landing rapidly toward the established DFC's by providing a blend of motorized and non-motorized use levels and equitable access to the Kirkwood Historic Ranch. Although the scenic section would emphasize motorized use, the prohibited launching of floatcraft in the scenic section would not move this section toward the established DFC's.

See Figure II-4 for a map of Alternative D. See Table II-1 for a summary of management requirements. A detailed map of the river corridor is inside the back cover. Appendix I provides a discussion on the development of this alternative's use levels.

The following management direction would be added to the Forest Plan:

PRIVATE POWERBOAT USE

Dam to Kirkwood. There would be no motorized use during the primary season. There would be no limitation on private powerboat use during the secondary season, although self-issued permits would be required. Emergency use of Forest Service powerboats would occur with the Area Ranger's approval during the primary season.

Kirkwood to Pittsburg. There would be no limitation during the primary season until use reached an average of six boats per day (20% growth over existing use) entering this river section. When monitoring indicates the standard has been exceeded for two consecutive years, an allocation system would be implemented. There would be no limitation on use during the secondary season. When monitoring indicates the daily averages in the secondary season exceed those established for the primary season for two consecutive years, the control period for the primary season would be expanded. Self-issued permits would be required, year-round.

Scenic. There would be no limitations during the primary season until use reached an average of 13 boats per day (20% growth over existing use) entering the scenic section. When monitoring indicates the standard has been exceeded for two consecutive years, an allocation system would be implemented. There would be no limitation on use during the secondary season. Self-issued permits would be required, year-round.

PERSONAL MOTORIZED WATERCRAFT USE

Dam to Kirkwood. Personal motorized watercraft would remain permanently excluded, year-round.

Kirkwood to Pittsburg. Same as Dam to Kirkwood.

Scenic. A one-day permit of up to four crafts for day-use only would be established for the primary season between Pittsburg and the north-

ern boundary of the NRA. In the secondary season, self-issued permits would be required with no use level limitations. An education program would be developed for personal motorized watercraft users to stress proper river etiquette and safety.

Forest Service administrative use of two personal motorized watercraft would be allowed between the mouth of the Salmon River and the northern boundary of the corridor.

Use of motorized personal watercraft in the scenic section would be dependent upon coordination with the Oregon State Marine Board's approval and the possible amendment of Oregon Administrative Rule 250-21-040.

COMMERCIAL POWERBOAT USE

Dam to Kirkwood. There would be no motorized use during the primary season. During the secondary season there would be no limitations on use levels. When monitoring indicates the daily averages in the secondary season exceed established thresholds for protecting and enhancing the ORV's for two consecutive years, the control period for the primary season would be expanded. The vacant permit at Hells Canyon Dam would be eliminated. During the primary season, the operator at Hells Canyon Dam would be given the option of operating from Pittsburg Landing, Dug Bar, or the Lewiston-Clarkston area.

Commercial powerboat permittees operating upstream from Pittsburg Landing outside of the primary season would not be permitted to originate passengers above Wild Sheep Rapid (reference CMP).

Kirkwood to Pittsburg. During the primary season, there would be a daily maximum of six commercial powerboat permits for day-use only (20% growth over existing use) with this section as a destination. During the secondary season, there would be no limitations on use levels. When monitoring indicates the daily averages in the secondary season exceed those established for the primary season for two consecutive years, the control period for the primary season would be expanded.

Scenic. There would be no limitations during the primary season until use reached an average of seven boats per day (20% growth over existing use). When monitoring indicates the standard has been exceeded for two consecutive years, an allocation system would be implemented. During the secondary season, there would be no limitation on use levels. When monitoring indicates the daily averages in the secondary season exceed those established for the primary season for two consecutive years, the control period for the primary season would be expanded.

Restrict powerboats to single-deck craft that do not exceed 44 feet in length in all sections of the river.

PRIVATE FLOATCRAFT USE

Dam to Kirkwood. An allocation of three launches per day would be allowed during the primary season. During the secondary season, there would be no limitation on the number of private float trip launches, although self-issued permits would be required. Motors would be prohibited on floatcraft during the primary season.

Kirkwood to Pittsburg. Included in the allocation for the Dam to Kirkwood section.

Scenic. Launches from Pittsburg and Dug Bar would be prohibited during the primary season. Self-issued permits would be required for the secondary season.

COMMERCIAL FLOATCRAFT USE

Dam to Kirkwood. An allocation of two launches per day would be allowed during the primary season. During the secondary season, there would be no limitation on the number of daily float trip launches, although self-issued permits would be required. One-day floats with jetbacks would only be allowed during the secondary season with no use limitations; self-issued permits would be required. Motors would be prohibited on floatcraft during the primary season.

Kirkwood to Pittsburg. Included in the allocation for the Dam to Kirkwood section.

Scenic. Launches from Pittsburg to Dug Bar would be prohibited during the primary season. Self-issued permits would be required for the secondary season.

LAUNCH RESERVATIONS

Launch reservations for float trips would be required in all river sections during the primary season. Launch reservations for powerboats would not be required in any river section, year-round, until monitoring indicated a need for an allocation system.

NUMBER OF FLOATCRAFT

Commercial and private float parties would be limited to a maximum of eight floatcraft per party in all river sections, year-round.

PARTY SIZE

Party sizes for day- and overnight-use for all river corridor users (with the exception of commercial powerboat day-use) would be limited to a maximum of 20 people per party in all river sections, year-round.

STAY LENGTH

In the wild section stay lengths would be two nights during the primary season and seven nights during the secondary season. Scenic section stays would be limited to five nights during the primary season and seven nights during the secondary season. If monitoring indicates a need and a use allocation system is implemented in the scenic section, stay lengths would be shortened.

Stay lengths may be adjusted to meet site specific resource protection needs and/or to create more equitable opportunities for camping at popular sites.

DROP CAMPS, BACKPACKERS, AND HORSEPACKERS

No drop camps would be permitted in the wild section, year-round, but they would be permitted in the scenic section. Drop camp users, backpackers, and horsepackers would be required to obtain self-issued permits for river

corridor camping, year-round, when permitted. Reserve camps for river- and land-based outfitters would be prohibited in the entire river corridor, year-round.

CAMPSITE RESERVATIONS

No campsite reservations would be required in the wild or scenic sections. In the scenic section, if an allocation system is implemented for motorized use based on monitoring, the implementation of a campsite reservation system would be considered.

RECREATION OPPORTUNITY SPECTRUM

Dam to Kirkwood. During the primary season, this section would be managed as semi-primitive, non-motorized, pursuant to the Regional ROS guidelines. During the secondary season, it would be managed as semi-primitive, motorized, as displayed in the ROS characteristics, Table III-1.

Kirkwood to Pittsburg. This section would be managed as semi-primitive, motorized, year-round, as displayed in the ROS characteristics, Table III-1.

Scenic. This section would be managed as semi-primitive, motorized, year-round, as displayed in the ROS characteristics, Table III-2.

NAVIGATION MARKERS

Markers would be removed from the wild section (Dam to Pittsburg) in cooperation with the Corps of Engineers, and would remain in the scenic section.

PICNIC TABLES

Picnic tables would be removed from the wild section (Dam to Pittsburg), except at Kirkwood Historic Ranch where they would be available. Picnic tables would remain in the scenic section.

AIRCRAFT USE

Dam to Kirkwood. Big Bar and Sluice Creek landing strips would be closed to regular use but would remain open for emergency use.

Kirkwood to Pittsburg. There are no landing strips located in this section.

Scenic. Cache Creek, Dug Bar, Pittsburg, and Salmon Bar landing strips would be open for private aircraft use. When monitoring indicates use levels are impairing the ORV's, an allocation system would be implemented.

Prohibit private and commercial floatplane landings on the entire river corridor during the primary season.

GRAZING ALLOTMENT, PERMITTEE FACILITY, AND PRIVATE INHOLDING ACCESS

Dam to Kirkwood. Motorized river access to Temperance Creek and Sheep Creek Allotments and the Sheep Creek facilities would be prohibited during the primary season but would be unlimited in the secondary season. Onshore motorized ranching operations would be permissible at the Temperance Creek Ranch headquarters during the primary season. The permitted Sheep Creek outfitter would be allowed to continue facility operations by catering to float, backpack, and horsepack parties.

Kirkwood to Pittsburg. During the primary season, motorized access of one round-trip per day would be allowed to the Kirby Creek inholding through a special use permit issued pursuant to

the Alaska National Interest Lands Conservation Act of 1980 and the "Powerboat Access to Private Inholdings Guidelines" in the analysis file. Motorized access to the Kirby Creek inholding would not be restricted during the secondary season. In cooperation with the U. S. Postal Service, mail would only be delivered as far as Kirkwood.

Scenic. During the primary season, motorized access of one round-trip per day would be allowed to grazing allotments or private inholdings through special use permits issued pursuant to the Alaska National Interest Lands Conservation Act of 1980 and the "Powerboat Access to Private Inholdings Guidelines" in the analysis file. There would be no restrictions on motorized access to grazing allotments or private inholdings during the secondary season.

STRUCTURES

The metal shed upstream of the Pittsburg Administrative site and the metal grain silos at the Kirkwood Historic Ranch would be dismantled and removed.

SPORTING EVENTS

No competitive sporting events would be allowed in the river corridor.

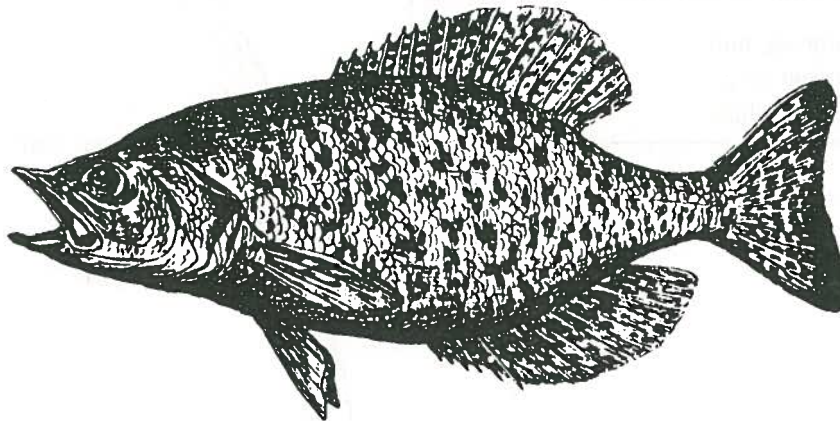
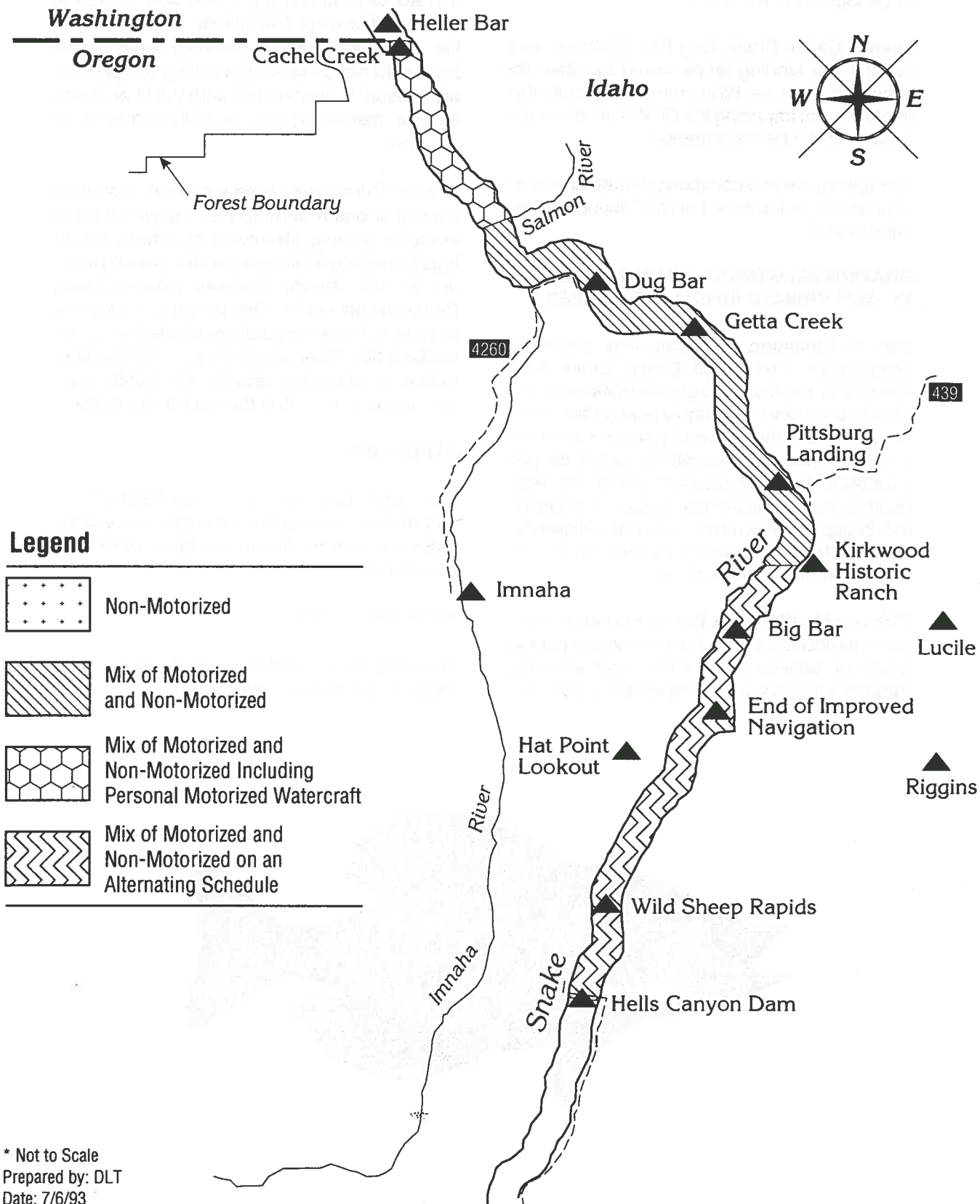


Figure II-5

Alternative E—Primary Season



ALTERNATIVE E

This alternative is designed to specifically address the significant issues of the protection of threatened and endangered salmon, effects of recreation use regulation on socio-economic conditions, managing for the intended recreation experience, and minimizing onshore degradation. These issues would be resolved by emphasizing, during the primary season, the opportunity for alternating weeks of exclusive motorized and exclusive non-motorized recreation use in the wild section from Hells Canyon Dam to the Kirkwood Historic Ranch. During the secondary season, a blend of motorized and non-motorized recreation experiences would be provided. Within the wild section, from Kirkwood Historic Ranch to Pittsburg Landing, a blend of motorized and non-motorized use would be provided during the primary season. Regulated motorized use would be emphasized within the scenic section.

Hells Canyon Dam to the Kirkwood Historic Ranch section of the wild river would be managed to provide both a semi-primitive non-motorized and semi-primitive motorized recreation settings during their respective week of exclusive use through the primary season. The remainder of the wild section and the entire scenic section would be managed to provide a semi-primitive motorized recreation setting.

Implementation of this alternative would rapidly move the wild section, from Hells Canyon Dam to the Kirkwood Historic Ranch, toward the DFC's established in Chapter I by providing an exclusive weekly approach to an appropriate and equitable blend of motorized and non-motorized whitewater boating opportunities. The alternative would lead the wild section, from Kirkwood Historic Ranch to Pittsburg Landing, rapidly toward the established DFC's by providing a blend of motorized and non-motorized use levels and equitable access to the Kirkwood Historic Ranch. The regulated motorized and non-motorized use within the scenic section would rapidly move this portion of the river toward its DFC's by emphasizing the protection and enhancement of the ORV's.

See Figure II-5 for a map of Alternative E. See Table II-1 for a summary of management requirements. A detailed map of the river corridor is inside the back cover. Appendix I provides a discussion on the development of this alternative's use levels.

The following management direction would be added to the Forest Plan:

PRIVATE POWERBOAT USE

Dam to Kirkwood. There would be exclusive motorized-only, biweekly use from Thursday through Wednesday on alternating weeks for a daily maximum of 24 boats within the wild section during the primary season. This would be accomplished by allowing eight launches per day and assuming a three-day stay length (reference Appendix I).

In the secondary season, self-issued permits would be required and there would be no limitation on private powerboat use. When monitoring indicates the daily averages in the secondary season exceed those established for the primary season for two consecutive years, the control period for the primary season would be expanded.

Kirkwood to Pittsburg. During the exclusive motorized week for powerboats, this section would be included in the allocation of a daily maximum of 24 powerboats. During the exclusive non-motorized weeks in the primary season, private powerboat use would be restricted to eight powerboats per day. Of these eight, a daily maximum of two powerboats would be available for overnight use. The remaining six powerboats would be for day-use only.

In the secondary season, self-issued permits would be required and there would be no limitation on private powerboat use. When monitoring indicates the daily averages in the secondary season exceed those established for the primary season for two consecutive years, the control period for the primary season would be expanded.

Scenic. During the primary season, Monday through Thursday private powerboat use would be restricted to 10 powerboats per day. Friday

through Sunday private powerboat use would be restricted to 20 powerboats per day.

During the secondary season there would be no limitations on use levels. When monitoring indicates the daily averages in the secondary season exceed those established for the primary season for two consecutive years, the control period for the primary season would be expanded. Self-issued permits would be required, year-round.

PERSONAL MOTORIZED WATERCRAFT USE

Dam to Kirkwood. Personal motorized watercraft would be permanently excluded.

Kirkwood to Pittsburg. Same as Dam to Kirkwood.

Scenic. During the primary season, one daily permit of up to four craft would be available for day-use only between the Salmon River and the northern boundary of the NRA. During the secondary season, personal motorized watercraft would be allowed within the Salmon River to northern boundary of the NRA; and there would be no restrictions on use levels, although self-issued permits would be required. The Pittsburg Landing to Salmon River section would have a permanent closure on the use of personal motorized watercraft. An education program would be developed for personal motorized watercraft users to stress proper river etiquette and safety.

Forest Service administrative use of two personal motorized watercraft would be allowed between the mouth of the Salmon River and the northern corridor boundary.

Use of motorized personal watercraft in the scenic section would be dependent upon coordination with the Oregon State Marine Board's approval and the possible amendment of Oregon Administrative Rule 250-21-040.

COMMERCIAL POWERBOAT USE

Dam to Kirkwood. There would be exclusive motorized-only, biweekly use from Thursday through Wednesday on alternating weeks with

a daily maximum of 12 commercial powerboat trips with the wild section as a destination. Of these 12, a daily maximum of 6 commercial powerboat trips would be available for overnight use during the primary season (maximum of 12 commercial powerboats per day).

During the secondary season there would be no limitations on use levels. When monitoring indicates the daily averages in the secondary season exceed those established for the primary season for two consecutive years, the control period for the primary season would be expanded.

The vacant permit at Hells Canyon Dam would be eliminated.

Commercial powerboat permittees operating upstream from Pittsburg Landing would not be permitted to originate passengers above Wild Sheep Rapid (reference CMP).

Kirkwood to Pittsburg. During the exclusive motorized week, this section would be included in the allocation for the Dam to Kirkwood section with a total daily maximum of 12 commercial powerboats. During the non-motorized week, use would be restricted to a daily maximum of 4 commercial powerboats for day-use only.

During the secondary season there would be no limitations on use levels. When monitoring indicates the daily averages in the secondary season exceed those established for the primary season for two consecutive years, the control period for the primary season would be expanded.

Scenic. During the primary season, for the exclusive motorized use in the wild section, the scenic allocation would be included in the wild section's allocation (12 boats/day total for entire river corridor). During the exclusive non-motorized week in the wild section, there would be a maximum eight boats per day.

During the secondary season there would be no limitations on use levels. When monitoring indicates the daily averages in the secondary season exceed those established for the primary season for two consecutive years, the control

period for the primary season would be expanded.

Restrict powerboats to single-deck craft that do not exceed 44 feet in length in all sections of the river.

PRIVATE FLOATCRAFT USE

Dam to Kirkwood. There would be exclusive non-motorized-only, biweekly use from Thursday through Wednesday on alternating weeks with a maximum of four launches per day during the primary season. Motors would be prohibited on floatcraft during the primary season. During the secondary season there would be no limitations on use levels, although self-issued permits would be required.

Kirkwood to Pittsburg. Included in the allocation for the Dam to Kirkwood section.

Scenic. Allow for an average of one launch per day, either commercial or private, for the primary season at either Pittsburg or Dug Bar. When monitoring indicates the primary seasonal average exceeds one launch per day at Pittsburg and Dug Bar, a daily limit would be implemented using a freedom of choice allocation system.

COMMERCIAL FLOATCRAFT USE

Dam to Kirkwood. There would be exclusive non-motorized-only, biweekly use from Thursday through Wednesday on alternating weeks with a maximum of three launches per day during the primary season. Motors would be prohibited on floatcraft during the primary season. During the secondary season there would be no limitations on use levels, although self-issued permits would be required. One-day floats with jetbacks would be allowed only during the secondary season and self-issued permits would be required.

Kirkwood to Pittsburg. Included in the allocation for the Dam to Kirkwood section.

Scenic. Allow for an average of one launch per day, either commercial or private, for the primary season either at Pittsburg and Dug Bar. When monitoring indicates the primary seasonal average exceeds one launch per day at

Pittsburg and Dug Bar, a daily limit would be implemented using a freedom of choice allocation system.

LAUNCH RESERVATIONS

Launch reservations would be required in the wild river section for all users during the primary season.

Launch reservations in the scenic section would only be required if monitoring standards are exceeded.

NUMBER OF FLOATCRAFT

Commercial and private float parties would be limited to a maximum of eight floatcraft per party in all river sections year-round.

PARTY SIZE

Party size for day- and overnight-use for all river corridor users (with the exception of commercial powerboat day-use) would be limited to a maximum of 20 people per party in all river sections, year-round.

STAY LENGTHS

Stay lengths in the wild section would be two nights for float parties and four nights for powerboat parties during the primary season, and seven nights for all users during the secondary season. Scenic section stay lengths would be five nights for all users during the primary season, and seven nights during the secondary season. If monitoring indicates a need, and a use allocation system is implemented in the scenic section, stay lengths would be shortened.

Stay lengths may be adjusted to meet site specific resource protection needs and/or to create more equitable opportunities for camping at popular sites.

DROP CAMPS, BACKPACKERS, AND HORSEPACKERS

During the primary season, drop camps would only be available during the motorized weeks in the wild section. Drop camp users would com-

pete for private powerboat launch reservations during the primary season. Drop camp users, backpackers, and horsepackers would be required to obtain self-issued permits for river corridor use, year-round. Reserve camps for river- and land-based outfitters would be prohibited in the entire river corridor, year-round.

CAMPSITE RESERVATIONS

Campsite reservations would be required for floatboaters only in the wild section between Hells Canyon Dam and Kirkwood Historic Ranch during the primary season. If monitoring indicates a need, and an allocation system is implemented for motorized users in the scenic section, a campsite reservation system would be considered.

RECREATION OPPORTUNITY SPECTRUM

Dam to Kirkwood. During the primary season, this section would be managed as semi-primitive, motorized during the weeks allowing motorized use, and managed as semi-primitive, non-motorized during the weeks allowing non-motorized use. The ROS would be semi-primitive, motorized in the secondary season. Both periods of use would be managed pursuant to the ROS characteristics displayed in Table III-1.

Kirkwood to Pittsburg. This section would be managed as semi-primitive, motorized, year-round, pursuant to the ROS characteristics displayed in Table III-1.

Scenic. This section would be managed as semi-primitive, motorized, year-round, pursuant to the ROS characteristics displayed in Table III-2.

NAVIGATION MARKERS

Markers would be removed from the wild river section above Kirkwood in cooperation with the Corps of Engineers, and would remain in the wild section between Kirkwood and Pittsburg and in the scenic section.

PICNIC TABLES

Picnic tables would be removed from the wild river section, except they would remain at Kirkwood Historic Ranch. Picnic tables would remain in the scenic section.

AIRCRAFT USE

Dam to Kirkwood. In the primary season, Big Bar and Sluice Creek landing strips would be open to private aircraft during motorized-use weeks and closed to all aircraft except for emergency use, during non-motorized-use weeks. During the secondary season, the landing strips would be open to private aircraft. When monitoring indicates use levels are impairing the ORV's, an allocation system would be implemented.

Kirkwood to Pittsburg. There are no landing strips located in this section.

Scenic. Cache Creek, Dug Bar, Pittsburg, and Salmon Bar landing strips would be open to private aircraft use, year-round. When monitoring indicates use levels are impairing the ORV's, an allocation system would be implemented.

Prohibit private and commercial floatplane landings on the entire river corridor during the primary season.

GRAZING ALLOTMENT, PERMITTEE FACILITY, AND PRIVATE INHOLDING ACCESS

Dam to Kirkwood. Motorized access to Temperance Creek S&G Allotment would be prohibited during the non-motorized week of the primary season, with the exception of approved emergency use by the Area Ranger. Motorized access to the Sheep Creek S&G Allotment and the outfitter camp at Sheep Creek would be prohibited during the non-motorized week of the primary season. Onshore motorized ranching operations would be permissible at the Temperance Creek Ranch headquarters during the exclusive non-motorized week. During motorized weeks of the primary season, motorized access would not be restricted. During the secondary season, there would be no restrictions on motorized access.

Kirkwood to Pittsburg. During the primary season, motorized access of one round-trip per day would be allowed to the Kirby Creek inholding through a special use permit issued pursuant to the Alaska National Interest Lands Conservation Act of 1980 and the "Powerboat Access to Private Inholdings Guidelines" in the analysis file. Motorized access to the Kirby Creek inholding would not be restricted during the secondary season. In cooperation with the U. S. Postal Service, mail would only be delivered as far as Kirkwood during non-motorized weeks.

Scenic. During the primary season, motorized access of one round-trip per day would be allowed to grazing allotments or private inholdings through special use permits issued pursuant to the Alaska National Interest Lands

Conservation Act of 1980 and the "Powerboat Access to Private Inholdings Guidelines" in the analysis file. There would be no restrictions on motorized access to grazing allotments or private inholdings during the secondary season.

STRUCTURES

The metal shed upstream of the Pittsburg administrative site and the metal grain silos at the Kirkwood Historic Ranch would be dismantled and removed.

SPORTING EVENTS

No competitive sporting events would be allowed in the river corridor.

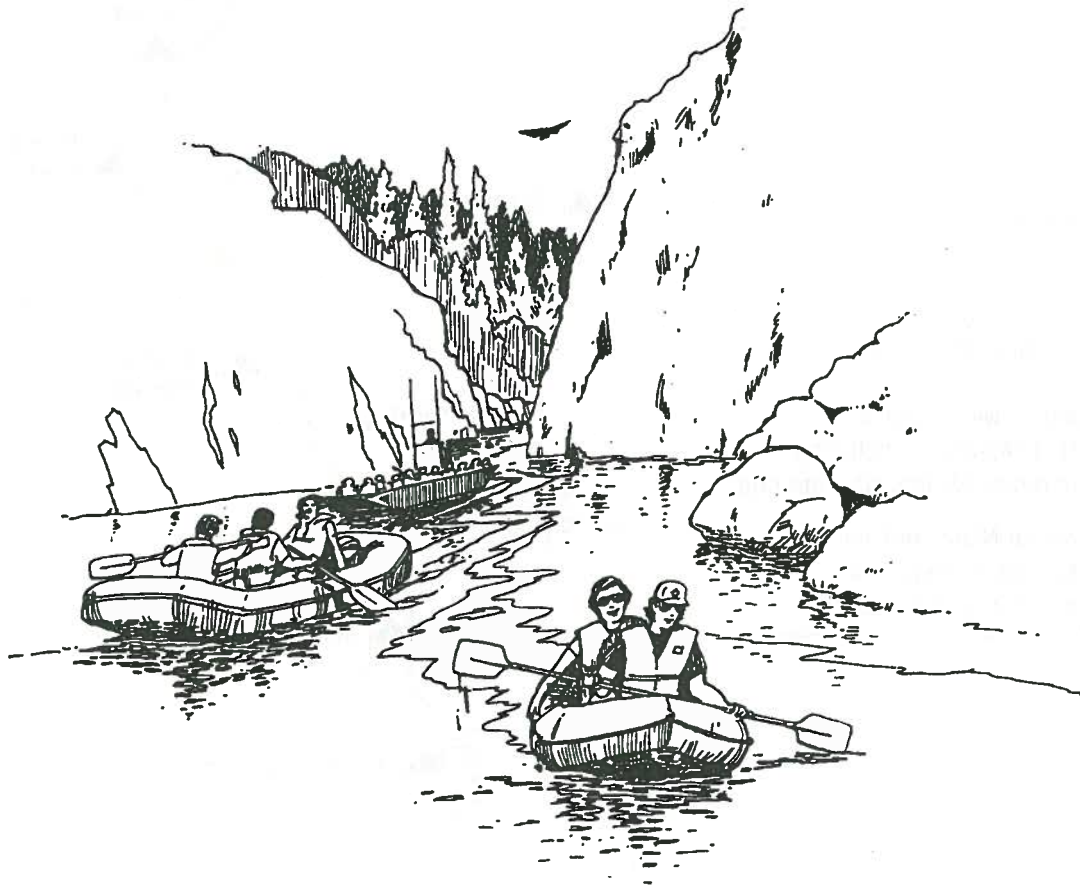
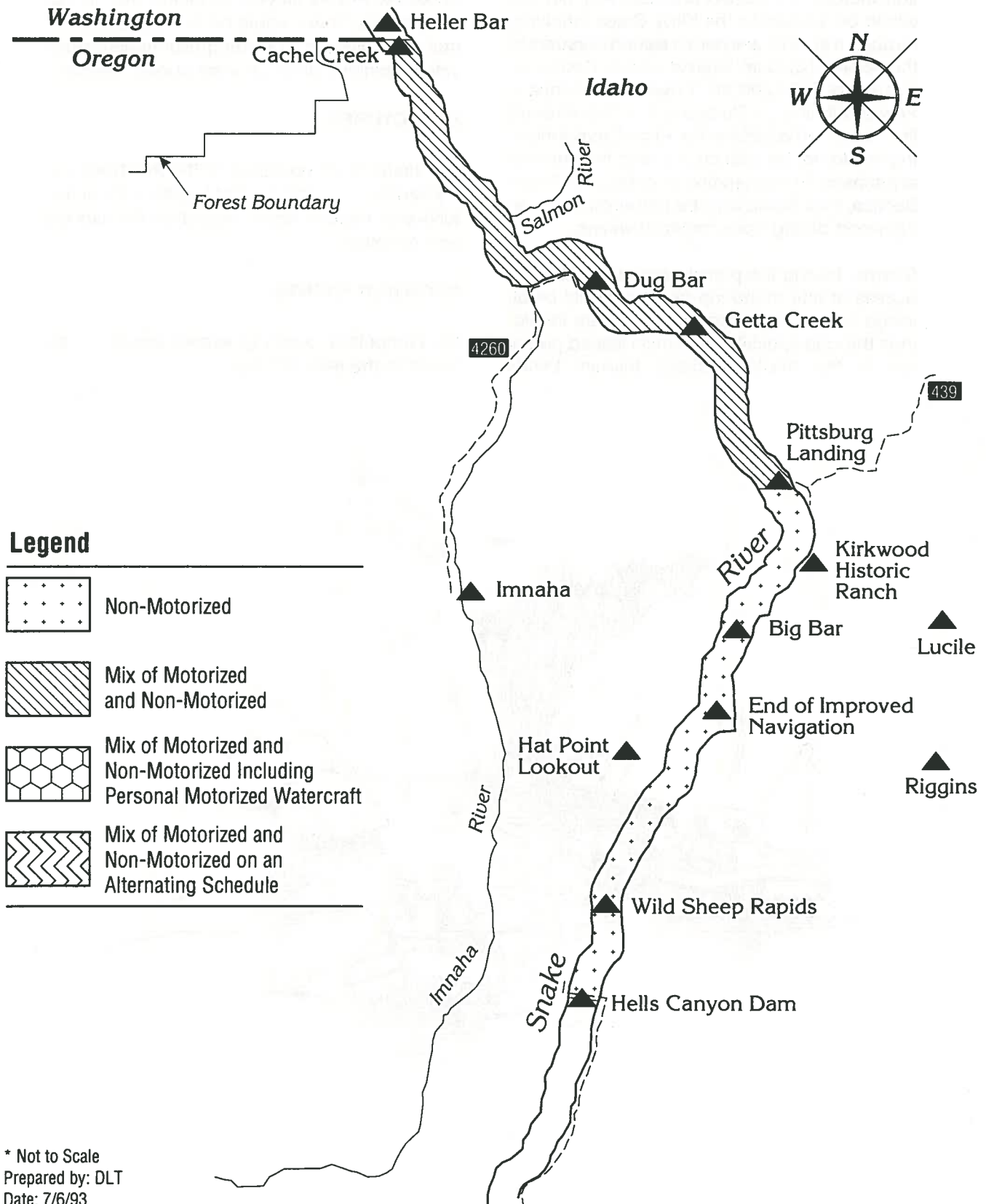


Figure II-6

Alternative F—Primary and Secondary Seasons



ALTERNATIVE F

This alternative is designed to specifically address the significant issues of the protection of threatened and endangered salmon and minimizing onshore degradation. These issues would be resolved by emphasizing an exclusive non-motorized recreation experience in the entire wild section, year-round. A motorized recreation experience would be emphasized within the scenic section, year-round.

The wild section would be managed to provide a primitive recreation setting, while requiring launch reservations. The scenic section would be managed to provide a semi-primitive motorized recreation setting.

While providing a primitive non-motorized recreation setting in the wild section, implementation of this alternative would not move the wild section toward its DFC's established for providing appropriate and equitable level of access or to Kirkwood Historic Ranch. Although the scenic section would emphasize motorized use, the prohibited launching of floatcraft in the Scenic section would not move this section toward the established DFC's for this section of river.

See Figure II-6 for a map of Alternative F. See Table II-1 for a summary of management requirements. A detailed map of the river corridor is inside the back cover. Appendix I provides a discussion on the development of use levels for this alternative.

The following management direction would be added to the Forest Plan:

PRIVATE POWERBOAT USE

Dam to Kirkwood. There would be no motorized use at any time during the year. Emergency use of Forest Service powerboats would occur with the Area Ranger's approval.

Kirkwood to Pittsburg. Same as Dam to Kirkwood except for continued motorized access to the Kirby Creek Ranch inholding from downriver launch locations (based on historic use) as noted in the alternative.

Scenic. There would be no limitations on use during the primary season until use reaches an average of 14 boats per day (30% growth over existing use) entering the scenic section. When monitoring indicates the standard has been exceeded for two consecutive years, an allocation system would be implemented.

During the secondary season, there would be no limitations on use levels. When monitoring indicates the daily averages in the secondary season exceed those established for the primary season for two consecutive years, the control period for the primary season would be expanded. Self-issued permits would be required, year-round.

PERSONAL MOTORIZED WATERCRAFT USE

Personal motorized watercraft would be permanently excluded, year-round, in all river sections except for Forest Service administrative use of two personal motorized watercraft between the mouth of the Salmon River and the northern boundary of the NRA.

Administrative use of motorized personal watercraft in the scenic section would be dependent upon coordination with the Oregon State Marine Board's approval and the possible amendment of Oregon Administrative Rule 250-21-040.

COMMERCIAL POWERBOAT USE

Dam to Kirkwood. There would be no motorized use at any time during the year. The commercial operator at Hells Canyon Dam would be given the option of operating from Pittsburg Landing, Dug Bar, or Lewiston/Clarkston area. The vacant permit at Hells Canyon Dam would be eliminated.

Kirkwood to Pittsburg. Included in the allocation for the Dam to Kirkwood section.

Scenic. There would be no limitations on use during the primary season until use reached an average eight commercial powerboats per day (30% growth over existing use). When monitoring indicates the standard has been exceeded

for two consecutive years, an allocation system would be implemented.

During the secondary season, there would be no limitations on use levels. When monitoring indicates the daily averages in the secondary season exceed those established for the primary season for two consecutive years, the control period for the primary season would be expanded.

Restrict powerboats to single-deck craft that do not exceed 44 feet in length in all sections of the river.

PRIVATE FLOATCRAFT USE

Dam to Kirkwood. There would be a maximum allocation of 100 users per day, commercial and private, during the primary season. Permit holders would choose between using a commercial outfitter's service or running a private float trip. During the secondary season there would be no limitation on use, although self-issued permits would be required. Motors on floatcraft would be prohibited, year-round.

Kirkwood to Pittsburg. Included in the allocation for the Dam to Kirkwood section.

Scenic. Launches from Pittsburg and Dug Bar would be prohibited during the primary season. Self-issued permits would be required for the secondary season.

COMMERCIAL FLOATCRAFT USE

Dam to Kirkwood. There would be a maximum allocation of 100 users per day, commercial and private, during the primary season. Permit holders would choose between using a commercial outfitter's service or running a private float trip. During the secondary season there would be no limitations on use, although self-issued permits would be required. Motors on floatcraft would be prohibited, year-round.

Kirkwood to Pittsburg. Included in the allocation for the Dam to Kirkwood section.

Scenic. Launches from Pittsburg to Dug Bar would be prohibited during the primary season.

Self-issued permits would be required for the secondary season.

LAUNCH RESERVATIONS

Launch reservations would be required in the entire wild and scenic river for all floatboaters during the primary season but would not be required for powerboat users in the scenic section.

NUMBER OF FLOATCRAFT

Commercial and private float parties would be limited to a maximum of eight floatcraft per party in all river sections, year-round.

PARTY SIZE

Party size for day and overnight use for all river corridor users (with the exception of commercial powerboat day-use) would be limited to a maximum of 20 people per party in all river sections, year-round.

STAY LENGTH

Stay lengths in the wild section would be two nights during the primary season, and seven nights during the secondary season. Scenic section stay lengths would be five nights during the primary season, and seven nights during the secondary season. If monitoring indicates a need, and a use allocation system is implemented in the scenic section, stay lengths would be shortened.

Stay lengths may be adjusted to meet site specific resource protection needs and/or to create more equitable opportunities for camping at popular sites.

DROP CAMPS, BACKPACKERS, AND HORSEPACKERS

No drop camps would be permitted in the wild section but would be allowed in the scenic section. Drop camp users (where permitted), backpackers, and horsepackers would be required to obtain self-issued permits for river corridor use, year-round. Reserve camps for river- and land-based outfitters would be prohibited in the entire river corridor, year-round.

CAMPSITE RESERVATIONS

No campsite reservations would be required in the wild or scenic sections, year-round. If an allocation system is implemented for motorized use in the scenic section based on monitoring, a campsite reservation system would be considered at that time.

RECREATION OPPORTUNITY SPECTRUM

Dam to Kirkwood. This section would be managed as primitive, year-round, pursuant to the Regional ROS guidelines. The Hells Canyon Creek Recreation Site would be managed pursuant to the ROS characteristics displayed in Table III-1.

The National Register buildings at Kirkwood Historic Ranch as historic structures. The interpretive facilities and displays at Kirkwood would be removed and not staffed.

Kirkwood to Pittsburg. This section would be managed as primitive, year-round, with the exception of the administrative sites which would be managed as semi-primitive, non-motorized, pursuant to the Regional ROS guidelines.

Scenic. This section would be managed as semi-primitive, motorized, year-round, pursuant to the ROS characteristics displayed in Table III-2.

NAVIGATION MARKERS

Markers would be removed from the wild river section in cooperation with the Corps of Engineers and would remain in the scenic section.

PICNIC TABLES

Picnic tables would be removed from the wild river section and would be available in the scenic section.

AIRCRAFT USE

Dam to Kirkwood. Big Bar and Sluice Creek landing strips would be closed to all aircraft except for emergency use. Private and commercial floatplane landings would be prohibited, year-round.

Kirkwood to Pittsburg. There are no landing strips located in this section.

Scenic. Cache Creek, Dug Bar, Pittsburg, and Salmon Bar landing strips would be open to private aircraft. When monitoring indicates use levels are impairing the ORV's, an allocation system would be implemented.

Prohibit private and commercial floatplane landings on the scenic section during the primary season.

GRAZING ALLOTMENT, PERMITTEE FACILITY, AND INHOLDING ACCESS

Dam to Kirkwood. There would be no motorized access allowed to Temperance Creek and Sheep Creek Allotments or the outfitter's facilities at Sheep Creek, year-round. Onshore motorized ranching operations would be permissible at the Temperance Creek Ranch headquarters, year-round.

Kirkwood to Pittsburg. Motorized access of one round-trip per day to the Kirby Creek inholding would be allowed through a special use permit pursuant to the Alaska National Interest Lands Conservation Act of 1980 and the "Powerboat Access to Private Inholdings Guidelines" in the analysis file. In cooperation with the U. S. Postal Service, mail would only be delivered to Pittsburg Landing. A mailbox would be allowed at Pittsburg Landing for the owner of the Kirby Creek inholding. The permitted Sheep Creek outfitter would be allowed to continue facility operations by catering to float, backpack, and horsepack parties.

Scenic. Motorized access of one round-trip per day to private inholding and grazing allotments would be allowed through a special use permit pursuant to the Alaska National Interest Lands Conservation Act of 1980 and the "Powerboat Access to Private Inholdings Guidelines" in the analysis file.

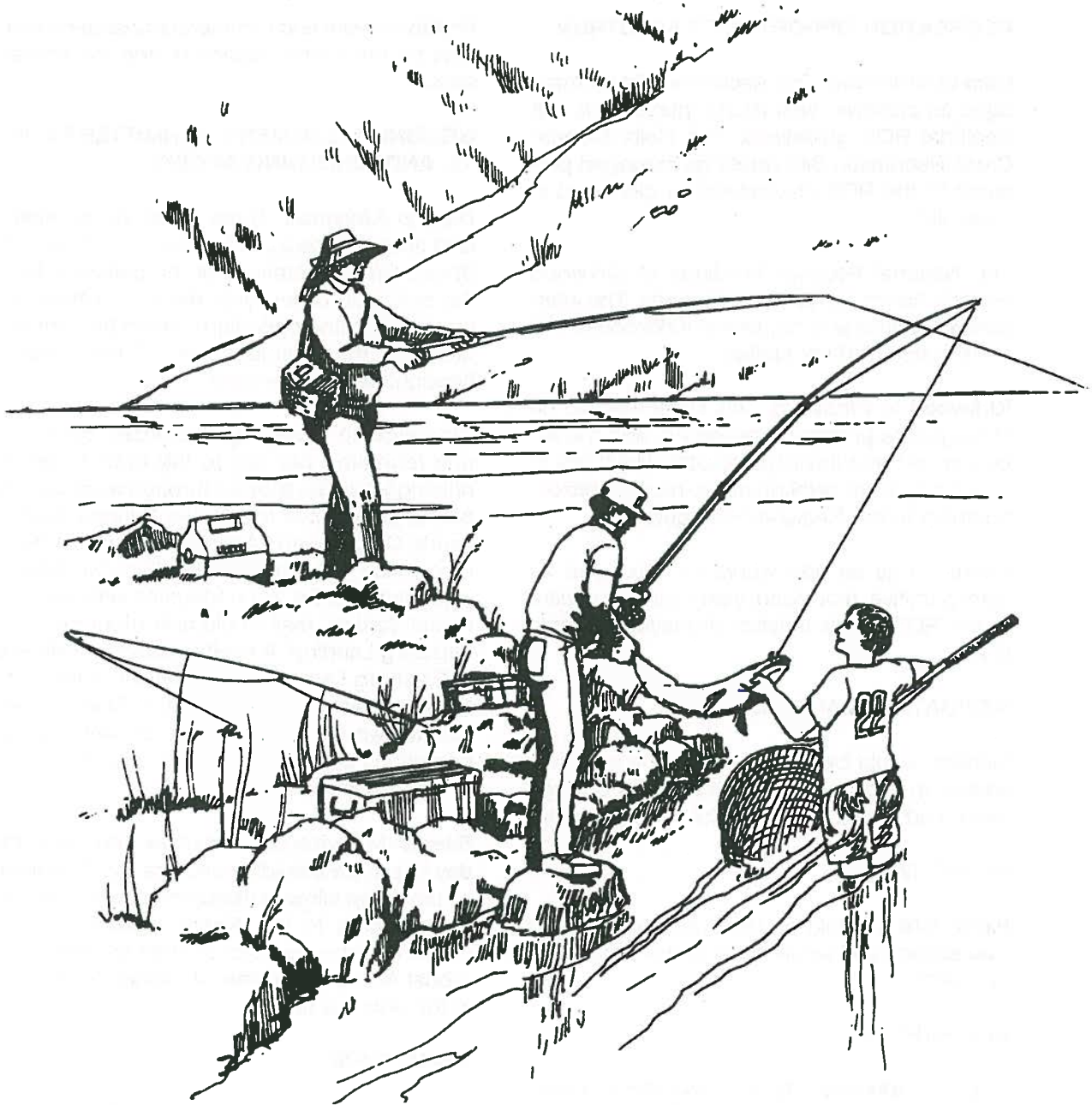
STRUCTURES

The metal shed upstream of the Pittsburg Administrative site and the metal grain silos at the Kirkwood Historic Ranch would be dismantled and removed.

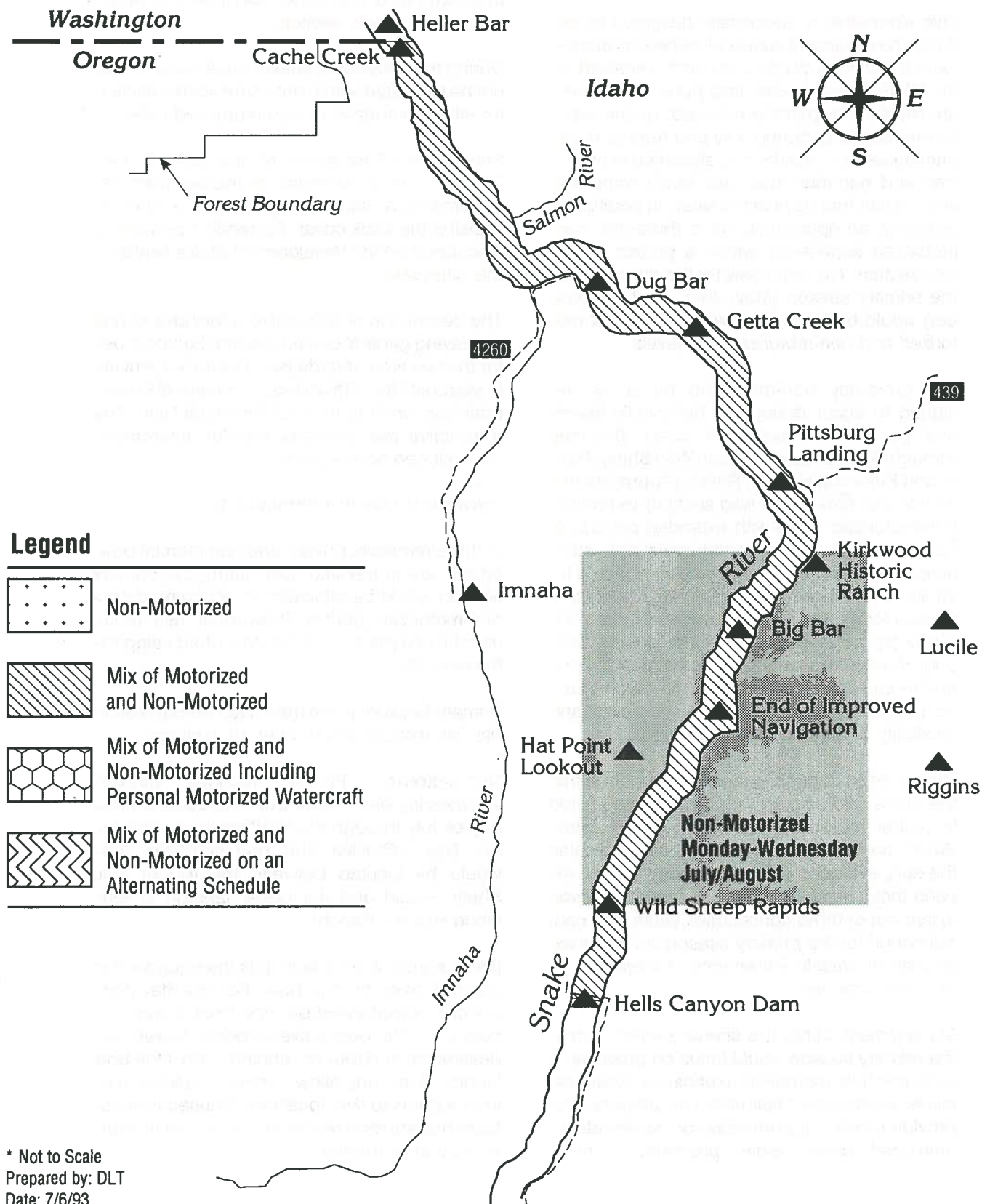
Any structures not on the historic register at Kirkwood Historic Site would be removed.

SPORTING EVENTS

No competitive sporting events would be allowed in the river corridor.



Alternative G—Primary Season



* Not to Scale
Prepared by: DLT
Date: 7/6/93

ALTERNATIVE G - PREFERRED

This alternative is specifically designed to address the significant issues identified in Chapter I and the diverse public comments received on the DEIS. These issues and public comments are resolved or partially resolved, respectively, by emphasizing, during July and August of the primary season, a balanced allocation of motorized and non-motorized use levels within the wild section four days of the week, in addition to providing an opportunity for a three-day non-motorized experience within a portion of the wild section. The emphasis for the remainder of the primary season (May, June, and September) would be for a balanced allocation of motorized and non-motorized use levels.

The three-day non-motorized period is designed to occur during the historically lowest use periods for motorized users (Monday through Wednesday) between Wild Sheep Rapid and Kirkwood Historic Ranch (approximately 21 miles or 66% of the wild section) to provide non-motorized users with extended periods of remoteness by limiting encounters with other river users. The non-motorized period would be implemented for eight weeks during the primary season for a total of approximately 24 days annually (approximately 22% of the primary season). Annual monitoring of users' perceptions and recreation experiences would be conducted to determine the long-term durability and feasibility of the non-motorized period.

During the secondary season, use levels within the entire wild section would not be regulated for either motorized or non-motorized users. When monitoring on a weekly basis indicates the daily averages in the secondary season exceed those established for the primary season in two out of three consecutive years, the control period for the primary season would be expanded in weekly increments, a maximum of one week per year.

Management within the scenic section during the primary season would focus on providing a semi-primitive motorized experience. Daily use levels would reflect historical use patterns that provide greater opportunities on weekends for motorized users, while providing a more

shared-use level on weekdays for those non-motorized trips that either continue into or initiate in the scenic section.

During the secondary season, use levels would not be regulated within the entire scenic section for either motorized or non-motorized users.

See Figure II-7 for a map of Alternative G. See Table II-1 for a summary of management requirements. A detailed map of the river corridor is inside the back cover. Appendix I provides a discussion on the development of use levels for this alternative.

The description of Alternative G includes charts displaying general powerboat and floatcraft use for the two time periods (see Figure II-8, Private Powerboat Use; Figure II-9, Commercial Powerboat Use; and Figure II-10, Floatcraft Use). The descriptive text provides detailed information not included on the charts.

Powerboat Use in Alternative G

In this alternative, private and commercial powerboat use in the wild river during the primary season would be allocated to accommodate a non-motorized period. Powerboat use (commercial and private) will be described using the following terms:

Primary Season: From the Friday before Memorial Day through September 10, inclusive.

Non-motorized Period: Monday through Wednesday each week from the second Monday of July through the Wednesday before Labor Day, inclusive (the non-motorized area would be located between the top of Wild Sheep Rapid and the upper landing at Kirkwood Historic Ranch).

Boat Launch: A boat launch is the equivalent of one trip taken by one boat. For one day commercial powerboat trips, one boat launch occurs when the boat leaves a portal, travels to a destination and returns, ending a trip. One boat launch does not allow running multiple trips from a portal to river locations. Consecutive day launches are required for overnight use by commercial powerboaters.

The following management direction would be added to the Forest Plan:

PRIVATE POWERBOAT USE

Dam to Kirkwood. During the primary season (excluding the non-motorized period), there would be a daily maximum of six private powerboat launches with destinations to any location between Hells Canyon Dam and Kirkwood Historic Ranch.

During the non-motorized period there would be a maximum of one private powerboat launch per day for day-use only issued at Hells Canyon Creek for use between Hells Canyon Dam and the top of Wild Sheep Rapid.

Kirkwood to Pittsburg. During the primary season, use in this section of the river would be included in the allocation listed for the Dam to Kirkwood section.

During the non-motorized period there would be five private powerboat launches per day for day-use only.

Entire Wild River. During the primary season (excluding the non-motorized period) there would be a maximum of six private powerboat launches per day that could travel and/or camp in any part of the wild river.

During the non-motorized period there would be a maximum of six private powerboat launches per day. All private powerboat use would be for day-use only and no boats could operate between the top of Wild Sheep Rapid and Kirkwood Historic Ranch.

Scenic. During the primary season there would be a maximum of 20 private powerboat launches per day on Friday through Sunday and 10 private powerboat launches per day on Monday through Thursday. All launches would be available for overnight or day-use from Cache Creek to Pittsburg Landing.

On Friday through Sunday, a maximum of five additional private powerboat launches would be available for day-use only from Cache Creek to the mouth of the Salmon River.

Wild and Scenic River. For the entire river corridor, private powerboats would be limited to 39.6 feet in overall length.

Private powerboat use would be managed with a launch reservation system.

In the secondary season, self-issued permits would be required and there would be no limitation on private powerboat use.

PERSONAL MOTORIZED WATERCRAFT USE

Personal motorized watercraft would be permanently excluded from the entire river corridor for personal, commercial, and administrative use.

COMMERCIAL POWERBOAT USE

Dam to Kirkwood. During the primary season (except during the non-motorized period) there would be a maximum of six boat launches per day that could travel to several locations between the Dam and Kirkwood, dependent upon each outfitter's limitations on permitted area of operations and maximum number of daily boat launches.

Two of the six daily boat launches would be allocated to two commercial powerboat permits operating from Hells Canyon Creek, with one daily boat launch allocated to each permit. One of these permits would be allocated a maximum of one boat launch per day that could leave from Hells Canyon Creek and travel downstream to Pittsburg Landing and return. The other permit would be allocated one boat launch per day to the top of Wild Sheep Rapid. A maximum of one additional boat launch per permit could be obtained from a common commercial powerboat pool of vacant launches, but any launches obtained using this method would only allow use to the top of Wild Sheep Rapid.

From all other river access points during the primary season, a maximum of four of the six daily boat launches would be available and allocated to outfitters on the basis of historic use.

During the non-motorized period, no commercial powerboat operation would be permitted between the top of Wild Sheep Rapid and the upper landing at Kirkwood Historic Ranch. The two commercial powerboat permits at Hells Canyon Creek would be permitted to run a maximum of one trip per permit per day between the dam and the top of Wild Sheep Rapid.

Kirkwood to Pittsburg. During the primary season (except during the non-motorized period) five of six launches into this section of the river would be included in the allocation for the dam to Kirkwood section. There would also be one launch per day from Pittsburg to Kirkwood for day-use only, allowing a maximum of six boats per day into this section of the river.

During the non-motorized period, a maximum of four commercial powerboats would be allowed in this section of river for day-use only. These would be included in the scenic river allocation. The one launch per day from Pittsburg to Kirkwood would not be allowed during the non-motorized period.

Entire Wild River. When combining total daily launches allowed to operate in the wild river during the primary season (excluding the non-motorized period), there would be a maximum of seven commercial boats allowed per day in the wild river, with five of the seven allowed to operate within the entire wild river corridor (dependent upon permitted area of operation), and two restricted to operating from portals on opposite ends of the wild river corridor (Pittsburg to Kirkwood and Hells Canyon Creek to the top of Wild Sheep Rapid). There would be a maximum of five commercial boats operating between Kirkwood and Wild Sheep Rapid.

During the non-motorized period, a maximum of four commercial powerboats per day would be allowed between Pittsburg and Kirkwood. When combined with the two launches per day from the dam to the top of Wild Sheep Rapid, this would allow a maximum of six boat launches per day into the wild river, while managing approximately two-thirds of the wild river for a non-motorized experience. During the non-motorized period, all trips into the motorized

sections of the wild river would be for day-use only.

Scenic. During the primary season there would be a maximum of six trips per day. Two of these six launches would be limited to operating in the scenic river between Cache Creek and Pittsburg Landing. The remaining four launches would also be allowed access to the wild river.

The single, temporary use commercial powerboat permit issued for use in the scenic river only would not be reissued upon expiration at the end of 1994.

Wild and Scenic River. For the entire river corridor, any new commercial powerboats would be limited to 39.6 feet in overall length. Existing boats exceeding this length limit would be allowed to continue operating on the river, but only for commercial use.

Commercial operators would be allowed to run jetbacks or jetouts for commercial or private float parties within their allocation of launches. Transporting floatcraft by commercial jetboat for the purpose of launching a float trip would be prohibited.

During the primary season, overnight use by commercial outfitters would require consecutive day launch allocations for those outfitters permitted to conduct overnight trips. Outfitters using river campsites would be limited to trip lengths of two days and one night during the primary season.

Commercial powerboat use would be managed with a launch reservation system that would allow outfitters to exchange dates with other permitted outfitters or obtain vacant launch dates by use of a common commercial powerboat launch pool.

In the secondary season, self-issued permits would be required and there would be no limitation on commercial powerboat use.

Reference Appendix G for more complete operating guidelines for outfitters and guides, including specifics about number and location of permitted launches.

PRIVATE FLOATCRAFT USE

Dam to Kirkwood. During the primary season, there would be three launches per day. In the secondary season, self-issued permits would be required and there would be no daily launch limitation on private floatcraft use.

Kirkwood to Pittsburg. Included in the allocation for the above section.

Scenic. During the primary season, there would be one launch per day on Friday through Sunday from both Pittsburg Landing and Dug Bar. An average of one launch per day would be allowed on Monday through Thursday from both Pittsburg Landing and Dug Bar. In the secondary season, self-issued permits would be required and there would be no daily launch limitation on private floatcraft use.

COMMERCIAL FLOATCRAFT USE

Dam to Kirkwood. During the primary season, there would be two launches per day. Float permittees would be allowed to utilize a multi-day launch date for the purpose of a one-day float, providing the permittee can secure jetbacks or jetouts from the existing daily allocation of commercial motorized use. One-day floats are not permitted during the three-day, non-motorized periods.

The two temporary use one-day float permits at the Hells Canyon Launch Site would not be re-issued upon expiration at the end of 1994. All float permits would authorize operation of multi-day float trips.

In the secondary season, self-issued permits would be required and there would be no daily launch limitation on commercial floatcraft use.

Kirkwood to Pittsburg. Included in the allocation for the above section.

Scenic. During the primary season, there would be no commercial launches from Pittsburg or Dug Bar. Commercial trips within the scenic river would be a continuation of trips that originated at Hells Canyon Creek or from the Salmon River.

In the secondary season, self-issued permits would be required and there would be no daily launch limitation on commercial floatcraft use.

Reference Appendix G for more complete operating guidelines for outfitters and guides, including specifics about number and location of permitted launches.

LAUNCH RESERVATIONS

Wild. Launch reservations would be required for all river users during the primary season.

Scenic. Launch reservations would be required for all river users on Friday through Sunday during the primary season. Monday through Thursday launch reservations would not be required for motorized or non-motorized trips until monitoring indicates that daily caps are being utilized and the daily cap has the potential of being exceeded more than 50% of the days during the season. Launch reservations would be required for all national holidays which fell on Monday through Thursday during the primary season.

NUMBER OF FLOATCRAFT

Commercial and private float parties would be limited to a maximum of eight floatcraft per party in all river sections, year-round.

PARTY SIZE

Party size for day and overnight use for all river users (with the exception of commercial powerboat day-use) would be limited to a maximum of 24 people per party in all river sections, year-round.

Party size for backpackers would be limited to a maximum of 24 people per party in all river sections, year-round. For horsepackers, a maximum of 16 people per party and 16 stock per party would be permitted in the wild section and a maximum of 24 people and 24 stock per party would be permitted in the scenic section.

STAY LENGTHS

Wild. During the primary season, stay lengths of three days and two nights per campsite would be permitted within 1/4 mile of high watermark. Shorter stay lengths would be implemented at individual campsites if monitoring indicates a need to manage campsite competition. Trip lengths would be monitored to assure adequate turnover of campsites.

During the secondary season, stay lengths of 14 days and 13 nights per campsite would be permitted within 1/4 mile of high watermark. Shorter stay lengths would be implemented at individual campsites if monitoring indicates a need to manage campsite competition.

Scenic. During the primary season, stay lengths of four days and three nights per campsite would be permitted within 1/4 mile of high watermark. Shorter stay lengths would be implemented at individual campsites if monitoring indicates a need to manage campsite competition.

During the secondary season, stay lengths of 14 days and 13 nights per campsite would be permitted within 1/4 mile of high watermark. Shorter stay lengths would be implemented at individual campsites if monitoring indicates a need to manage campsite competition.

DROP CAMPS

During the primary season, no commercial or private drop camps would be permitted for either river or upland users for the entire river corridor.

During the secondary season, drop camps would be permitted. Self-issued permits would be required in addition to the appropriate stay lengths discussed above.

BACKPACKERS AND HORSEPACKERS

Self-issued permits would be required at the following major access points: Freeze Out, Hat Point, Warnock Corral, Imnaha, Dug Bar, PO

Saddle, Pittsburg Recreation Site, and Windy Saddle.

Packstock within the river corridor would be managed with established low impact wilderness standards, year-round.

Backpackers and hikers transported to trailheads from Hells Canyon Creek by powerboat would be required to obtain a self-issued permit prior to launch.

CAMPSITE RESERVATIONS

If monitoring indicates a need to resolve conflicts resulting from campsite competition and additional mitigation does not adequately resolve the conflict, a campsite reservation system would be implemented for the wild and/or scenic river.

RECREATION OPPORTUNITY SPECTRUM

The river corridor would be managed pursuant to the ROS characteristics displayed in Tables III-1 and III-2.

NAVIGATION MARKERS

Wild. Navigation markers would be removed upstream from Kirkwood Historic Ranch.

Scenic. Navigation markers would remain in place.

PICNIC TABLES

Wild. Picnic tables would be removed except at Sheep Creek and Kirkwood Historic Ranch.

Scenic. Picnic tables would remain in place.

AIRCRAFT USE

Wild. Big Bar landing strip would remain open, year-round, for private aircraft use. When monitoring of aircraft use levels indicates ORV's are being impaired, an allocation system would be

implemented. Sluice Creek would remain closed during the primary season and opened during the secondary season to private aircraft only. During the primary season, Sluice Creek would be available for emergency use related to fire suppression and rescue efforts. When monitoring of aircraft use levels indicates ORV's are being impaired, an allocation system would be implemented.

Scenic. Cache Creek, Dug Bar, Pittsburg, and Salmon Bar landing strips would be open, year-round, to private aircraft use. When monitoring of aircraft use levels indicates ORV's are being impaired, an allocation system would be implemented.

Floatplane landings would be prohibited on the entire river corridor, year-round.

Except for aircraft landings at Big Bar in support of the grazing operations at the Temperance Creek Ranch, incidental commercial aircraft use of airstrips within the river corridor would be allowed with the following guidelines:

- Incidental use permits would be issued to those commercial aviators who can demonstrate previous commercial use of the airstrips through the period of 1988 through 1992.
- Incidental use levels would be calculated based on an average of demonstrated use through the period of 1988 through 1992.
- Use must be demonstrated through the pilots' logs. Failure to adequately demonstrate use would result in non-issuance of an incidental use permit.
- Incidental use permits would specifically define which airstrips are permitted for such use with an emphasis on secondary season use, resulting in limited incidental use permitted in the primary season. Since the Sluice Creek and Cache Creek airstrips have been closed to public access, these airstrips would not be available for commercial aircraft use.

With the exception of administrative and emergency use, all other commercial aircraft landings and/or operations at airstrips would be prohibited, year-round.

GRAZING ALLOTMENT, PERMITTEE FACILITY, AND PRIVATE INHOLDING ACCESS

Dam to Kirkwood. The Temperance Creek allotment would be allocated one round trip per day during the primary season from Pittsburg Landing to Temperance Creek and unlimited use during the secondary season. For conformance during the Monday through Wednesday non-motorized period in July and August, there would be no motorized use except for emergency use approved by the Area Ranger. River crossings by powerboat between the ranch headquarters and Big Bar airstrip for necessary, ongoing commercial grazing operations at the Temperance Creek Ranch would not be regulated.

Use would be prohibited during the primary season for the Sheep Creek allotment and unregulated during the secondary season.

Access to Sheep Creek Ranch (Historic Site) during the primary season would be included in the commercial allocation for the permittee who is authorized to use and maintain the facility. For conformance during the Monday through Wednesday non-motorized period in July and August, there would be no motorized use except for emergency use approved by the Area Ranger. Use would be unregulated during the secondary season.

Kirkwood to Pittsburg. Kirby Creek would be allowed one round trip per day during the primary season from Pittsburg Landing or Cache Creek to the Kirby Creek inholding pursuant to the ANILCA and the guidelines for powerboat access to inholdings located in the analysis file. The lower Salmon River inholdings pursuant to the Alaska National Interest Lands Conservation Act and guideline for powerboat access to inholdings located in the analysis file. Use would be unregulated during the secondary season.

Scenic. For the primary season, motorized access to the outfitters facilities at Copper Creek would be included in the daily allocation of commercial powerboat use. Use would be unregulated during the secondary season.

Allow one round trip per day through special use permits to allotments and private inholdings during the primary season, if they have historically been accessed by river. Use would be unregulated during the secondary season.

For the primary season, allow one round trip per day through special use permits to Lower Salmon River inholdings pursuant to the ANILCA and the guidelines for powerboat access to inhold-

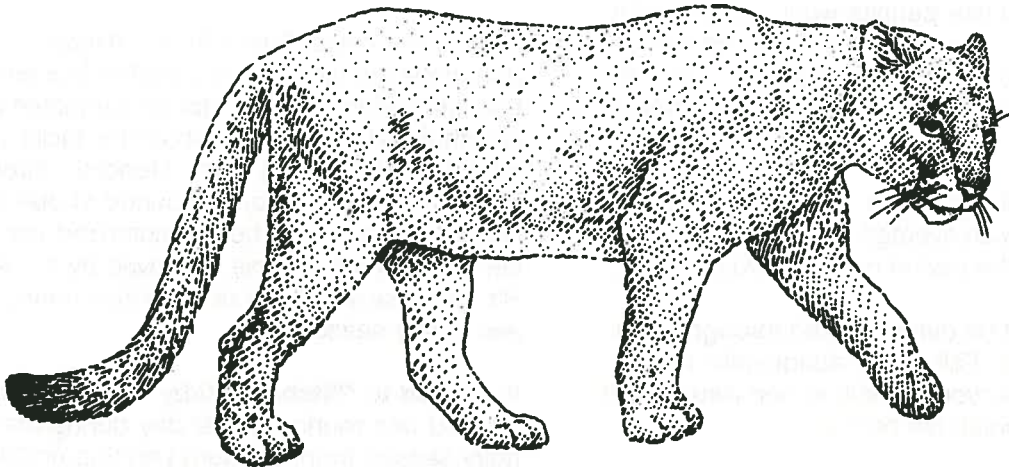
ings located in the analysis file. Use would be unregulated during the secondary season.

STRUCTURES

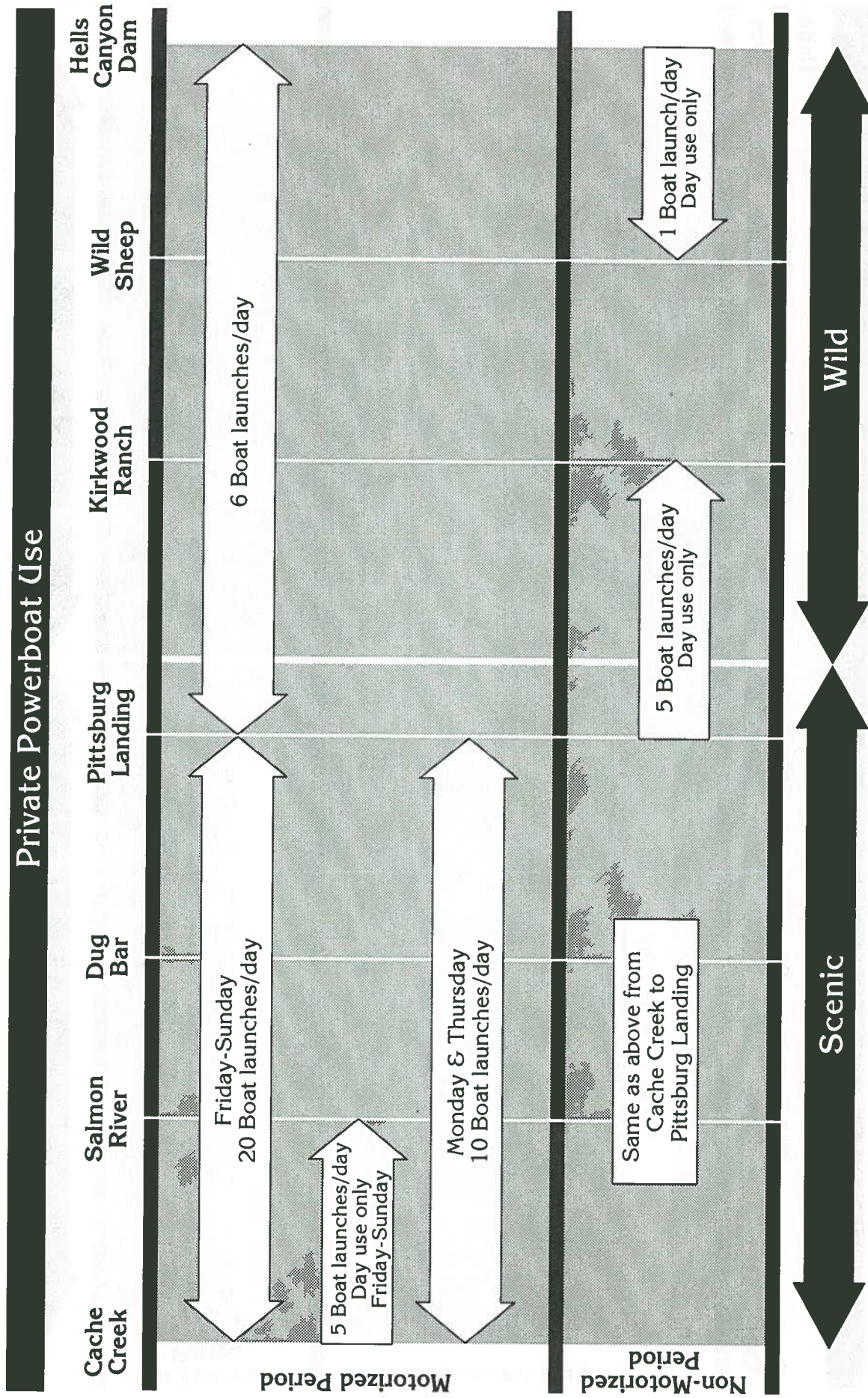
The metal shed upstream from the Pittsburg administrative site and the metal grain silos at the Kirkwood Historic Ranch would be dismantled and removed.

SPORTING EVENTS

No competitive sporting events would be allowed in the river corridor, year-round.



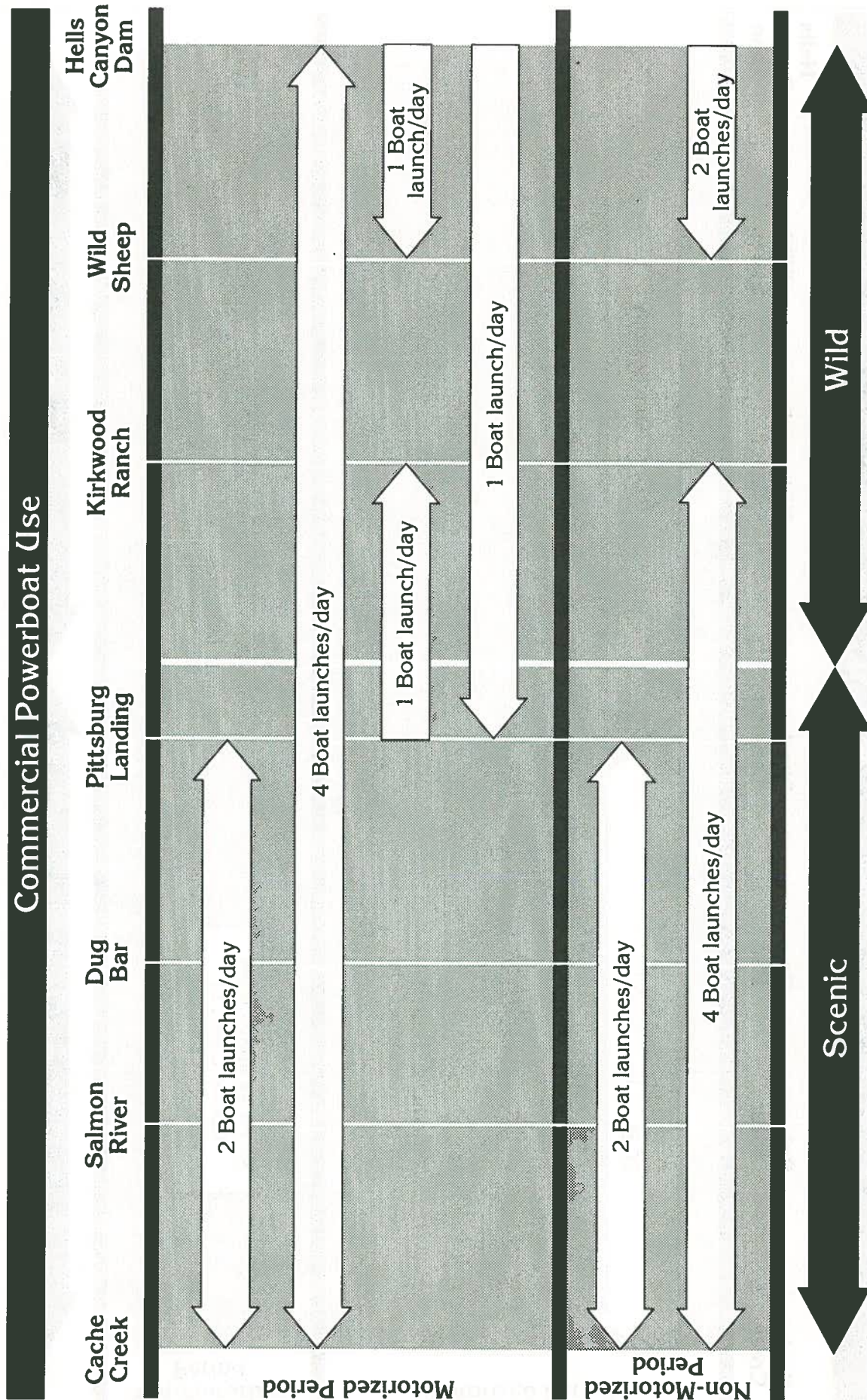
Alternative G—Primary Season



Note: Alternative G has a non-motorized period on a portion of the wild river. The period is Monday through Wednesday from the second Monday in July through the Wednesday before Labor Day weekend.

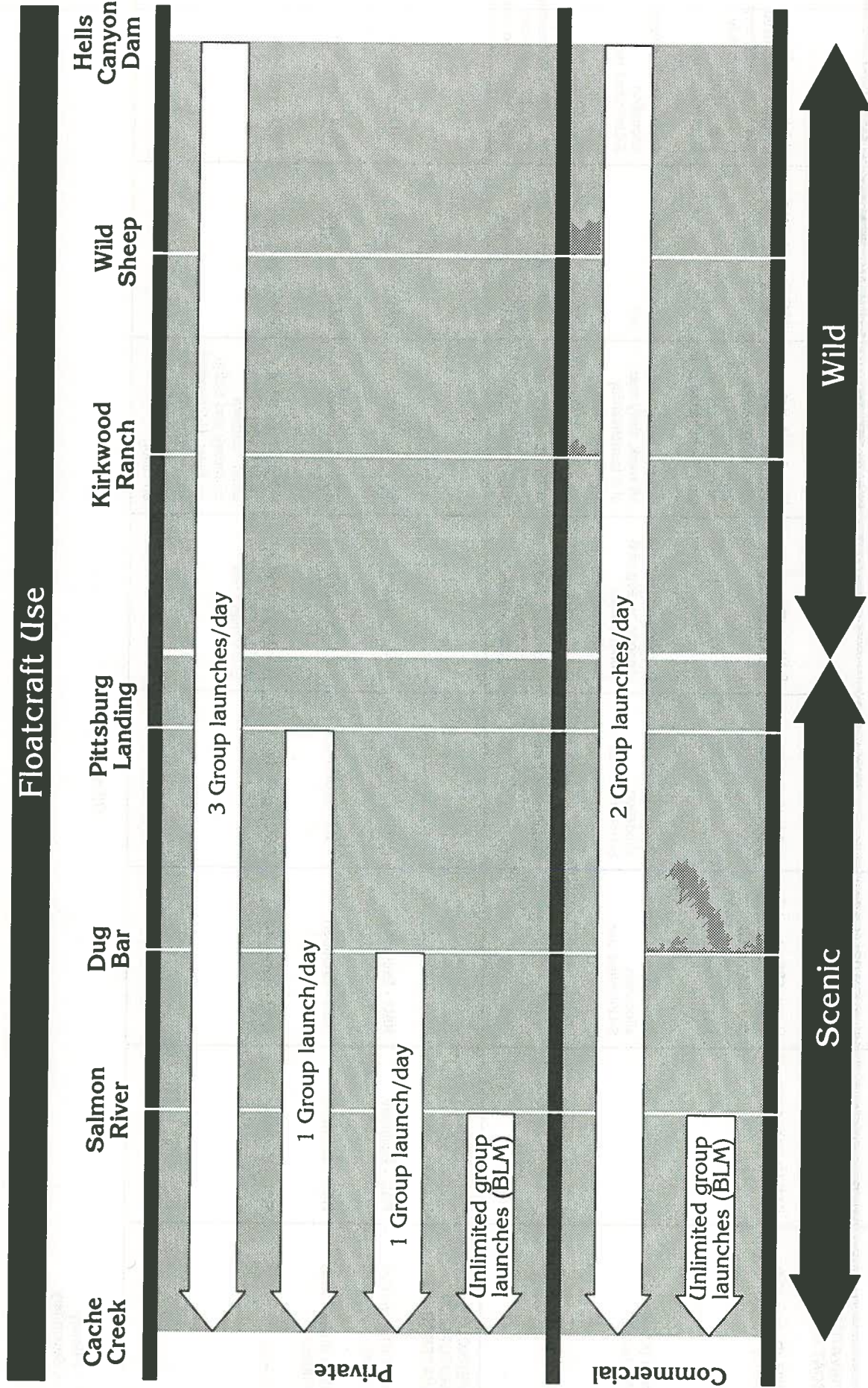
Figure II-9

Alternative G—Primary Season



Note: Alternative G has a non-motorized period on a portion of the wild river. The period is Monday through Wednesday from the second Monday in July through the Wednesday before Labor Day weekend.

Alternative G—Primary Season



Note: Alternative G has a non-motorized period on a portion of the wild river. The period is Monday through Wednesday from the second Monday in July through the Wednesday before Labor Day weekend.

Table II-1 -- Summary of Alternative Management Requirements

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Alternative F	Alternative G
PRIVATE POWER- BOAT USE							
Wild (Dam to Kirkwood)	P&S-Unlimited use	P-max 635 permits/season 16 launches/day F/Sa and 8 launches/days Su-Th S-Unlimited use	P-4 launches/day S-Unlimited use	P-No motorized use S-Unlimited use	P-Exclusive motorized use Th-W on alternating weeks. Daily max of 24 launches at any one time. S-Unlimited use	P&S-No motorized use.	P-6 launches/day except no motorized use M-W Wild Sheep to Kirkwood in July and August S-Unlimited use
Wild (Kirkwood to Pittsburg)	P&S-Unlimited use	P-Included in above allocation S-Unlimited use	P-Included in above allocation S-Unlimited use	P-Unlimited until use reaches an avg of 6 launches/day S-Unlimited use	P-Same except for alt off week, daily max of 8 launches/day S-Unlimited use	P&S-No motorized use	P-Included in above allocation S-Unlimited use
Scenic	P&S-Unlimited use	P&S-Unlimited use	P-5 launches/day S-Unlimited use	P-Unlimited until use reaches an avg of 13 launches/day S-Unlimited use	P-10 launches/day M-Th, 20 launches/day F-Su. S-Unlimited use	P-Unlimited until use reaches an avg of 13 launches/day S-Unlimited use	P-10 launches/day M-Th, 20 launches/day F-Su plus 5 day-use only. S-Unlimited use
PERSONAL MOTORIZED WATERCRAFT							
Wild (Dam to Kirkwood)	R&U - Excluded	R&U - Excluded	R&U - Excluded	R&U -Excluded	R&U - Excluded	R&U - Excluded	R&U - Excluded
Wild (Kirkwood to Pittsburg)	R&U - Excluded	R&U - Excluded	R&U - Excluded	R&U -Excluded	R&U - Excluded	R&U - Excluded	R&U - Excluded
Scenic	R&U - Excluded	R&U - Excluded	R&U - Excluded	R-1 daily permit of up to 4 craft. U-Unlimited use	R-1 daily permit of up to 4 craft between northern boundary and Salm-on River. U-Unlimited use between northern boundary and Salm-on River.	R&U - Excluded	R&U - Excluded

P = Primary
S = Secondary

Table II-1 -- Summary of Alternative Management Requirements

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Alternative F	Alternative G
COMMERCIAL POWERBOAT USE							
Wild (Dam to Kirkwood)	P&S-Unlimited use	P-max 1368 launches/season avg 12 launches/day S-Unlimited use	P-Daily max 4 launches S-Unlimited use	P-No motorized use S-Unlimited use	P-Exclusive motorized use Th-W on alternating weeks. Daily max of 12 launches (max of 6 for overnight trips) S-Unlimited use	P&S-No motorized use.	P-7 launches/day except no motorized use M-W Wild Sheep to Kirkwood in July and August S-Unlimited use
Wild (Kirkwood to Pittsburg)	P&S-Unlimited use	P-Included in above allocation S-Unlimited use	P-Included in above allocation S-Unlimited use	P-Daily max 6 launches S-Unlimited use	Same except for alt off week allow daily max 4 launches/day S-Unlimited use	P&S-No motorized use	P-Included in above allocation S-Unlimited use
Scenic	P&S-Unlimited use	P&S-Unlimited use	P-Daily max 5 launches S-Unlimited use	P-Unlimited until use averages 8 launches/day S-Unlimited use	P-Included in wild allocation for alt on week. Alt. off week allow 8 launches/day S-Unlimited use	P-Unlimited until use averages 9 launches/day S-Unlimited use	P-6 launches/day No overnight except at Copper Creek S-Unlimited use
PRIVATE FLOAT-CRAFT USE							
Wild (Dam to Kirkwood)	P-3 launches/day S-Unlimited use	P-348 launches/season with max 3 launches/day S-Unlimited use	P-3 launches/day S-Unlimited use	P-3 launches/day S-Unlimited use	P-Exclusive non-motorized use Th-W on alternating weeks. Max 4 launches/day S-Unlimited use	P-Max 100 users/day, comm and pvt S-Unlimited use	P-3 launches/day S-Unlimited use
Wild (Kirkwood to Pittsburg)	P-Included in above allocation S-Unlimited use	P-Included in above allocation S-Unlimited use	P-Included in above allocation S-Unlimited use	P-Included in above allocation S-Unlimited use	P-Included in above allocation S-Unlimited use	P-Included in above allocation S-Unlimited use	P-Included in above allocation S-Unlimited use
Scenic	P&S-Unlimited use	P&S-Unlimited use	P-Average 1 launch/day, comm or pvt, from Pittsburg or Dug Bar. When average reaches 1 launch/day, implement daily limit S-Unlimited use	P-No launches at Pittsburg or Dug Bar S-Unlimited use	P-Average 1 launch/day, comm or pvt, from Pittsburg or Dug Bar. When average reaches 1 launch/day, implement daily limit S-Unlimited use	P-No launches at Pittsburg or Dug Bar S-Unlimited use	P-Average 1 launch/day, comm or pvt, from Pittsburg or Dug Bar. When average reaches 1 launch/day, implement daily limit S-Unlimited use

P = Primary
S = Secondary

Table II-1 -- Summary of Alternative Management Requirements

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Alternative F	Alternative G
COMMERCIAL FLOATCRAFT USE							
Wild (Dam to Kirkwood)	P-2 launches/day, 1 one-day trip M-F S-Unlimited use	P-232 launches/season with max 2 launches/day; 2 one-day trips included in seasonal launch max) S-Unlimited use	P-2 launches/day one-day trips would be included in multi-day allocations S-Unlimited use	P-2 launches/day and no one-day permits S-Unlimited use	P-Exclusive non-motorized use Th-W on alternating weeks with limit of 3 launches/day S-Unlimited one-day trips w/jetbacks	P-Max 100 users/day, comm and pvt S-Unlimited use	P-2 launches/day one-day trips would be included in multi-day allocations S-Unlimited use
Wild (Kirkwood to Pittsburg)	P-Included in above allocation S-Unlimited use	P-Included in above allocation S-Unlimited use	P-Included in above allocation S-Unlimited use	P-Included in above allocation S-Unlimited use	P-Included in above allocation S-Unlimited use	P-Included in above allocation S-Unlimited use	P-Included in above allocation S-Unlimited use
Scenic	P&S-Unlimited use	P&S-Unlimited use	P-Allow average of 1 launch/day, comm or pvt, Pittsburg or Dug Bar. When average reaches 1 launch/day, implement daily limit S-Unlimited use	P-No launches from Pittsburg or Dug Bar S-Unlimited use	P-Allow average of 1 launch/day, comm or pvt, Pittsburg or Dug Bar. When average reaches 1 launch/day, implement daily limit S-Unlimited use	P-No launches from Pittsburg or Dug Bar S-Unlimited use	P-Allow average of 1 launch/day, comm or pvt, Pittsburg or Dug Bar. When average reaches 1 launch/day, implement daily limit S-Unlimited use
LAUNCH RESERVATIONS							
Wild (Dam to Kirkwood)	P-Required for floatcraft only S-Not required	P-Required for floatcraft only S-Not required	P-Required for all river users S-Not required	P-Required for floatcraft S-Not required	P-Required for all river users S-Not required	P-Required for floatcraft S-Not required	P-Required for all river users S-Not required
Wild (Kirkwood to Pittsburg)	P-Required for floatcraft only S-Not required	P-Required for floatcraft only S-Not required	P-Required for all river users S-Not required	P-Required for floatcraft S-Not required	P-Required for all river users S-Not required	P-Required for floatcraft S-Not required	P-Required for all river users S-Not required
Scenic	P&S-Not required	P&S-Not required	P-Required for all river users S-Not required	P&S-Not required	P-Not required exc F-Su for powerboats S-Not required	P&S-Not required	P-Required for all river users S-Not required

P = Primary
S = Secondary

Table II-1 -- Summary of Alternative Management Requirements

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Alternative F	Alternative G
NAVIGATION MARKERS							
Wild (Dam to Kirkwood)	In	Out	In	Out	Out	Out	Out
Wild (Kirkwood to Pittsburg)	In	Out	In	Out	In	Out	In
Scenic	In	In	In	In	In	In	In
PICNIC TABLES							
Wild (Dam to Kirkwood)	In	In	Out except at Kirkwood	Out except at Kirkwood	Out except at Kirkwood	Out	Out except at Kirkwood
Wild (Kirkwood to Pittsburg)	In	In	Out except at Kirkwood	Out except at Kirkwood	Out except at Kirkwood	Out	Out except at Kirkwood
Scenic	In	In	In	In	In	In	In
AIRCRAFT USE							
Wild (Dam to Kirkwood)	Big Bar open, Sluice Creek closed	Big Bar and Sluice Creek open	Big Bar and Sluice Creek open	P-Big Bar and Sluice Creek would be closed except for emergencies S-Open	P-Big Bar and Sluice Creek open on motorized weeks and closed except for emergencies on non-motorized weeks S-Open	Big Bar and Sluice Creek would be closed except for emergencies	Big Bar open to private aircraft year-round. Sluice Creek would be closed primary season only
Wild (Kirkwood to Pittsburg)	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Scenic	Cache Creek closed; Dug Bar, Pittsburg, and Salmon Bar open	Cache Creek, Dug Bar, Pittsburg, Salmon Bar open	Cache Creek, Dug Bar, Pittsburg, Salmon Bar open	Cache Creek, Dug Bar, Pittsburg, Salmon Bar open	Cache Creek, Dug Bar, Pittsburg, Salmon Bar open	Cache Creek, Dug Bar, Pittsburg, Salmon Bar open	Cache Creek, Dug Bar, Pittsburg, Salmon Bar open

P = Primary
S = Secondary

Table II-1 -- Summary of Alternative Management Requirements

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Alternative F	Alternative G
CAMP SITE STAY LENGTH							
Wild (Dam to Kirkwood)	P-5 nights except 1 night at Saddle and Granite S-14 nights	P-2 nights S-6 nights	P-5 nights S-7 nights	P-2 nights S-7 nights	P-2 nights for float parties, 4 nights for powerboat parties S-7 nights all users	P-2 nights S-7 nights	P-2 nights S-7 nights
Wild (Kirkwood to Pittsburg)	P-5 nights S-14 nights	P-2 nights S-6 nights	P-5 nights S-7 nights	P-2 nights S-7 nights	P-2 nights for float parties, 4 nights for powerboat parties S-7 nights all users	P-2 nights S-7 nights	P-2 nights S-7 nights
Scenic	P-5 nights S-14 nights	P-4 nights S-6 nights	P-5 nights S-7 nights	P-5 nights S-7 nights	P-5 nights S-7 nights	P-5 nights S-7 nights	P-3 nights S-14 nights
DROP CAMP USERS							
Wild (Dam to Kirkwood)	P&S-Self-issued permits required	P-Campground reservations required S-Self-issued permits required	P-Campground reservations required S-Self-issued permits required	P&S-No drop camps allowed	P-Campground reservations required float only. No drops allowed on non-motorized weeks S-Self-issued permits required	P&S-No drop camps allowed	P-No drop camps allowed S-Self-issued permits required
Wild (Kirkwood to Pittsburg)	P&S-Self-issued permits required	P-Campground reservations required S-Self-issued permits required	P-Campground reservations required S-Self-issued permits required	P&S-No drop camps allowed	P-not required S-Self-issued permits required	P&S-No drop camps allowed	P-No drop camps allowed S-Self-issued permits required
Scenic	P&S-Self-issued permits required	P&S-Self-issued permits required	P&S-Self-issued permits required	P&S-Self-issued permits required	P&S-Self-issued permits required	P&S-Self-issued permits required	P-No drop camps allowed S-Self-issued permits required
CAMP SITE RESERVATIONS							
Wild (Dam to Kirkwood)	P-Management option	P-Required	P-Required	P&S-Not required	P-Required for floatcraft S-Not required	P&S-Not required	P&S-Not required
Wild (Kirkwood to Pittsburg)	P-Management option	P-Required	P-Required	P&S-Not required	P&S-Not required	P&S-Not required	P&S-Not required
Scenic	P-Management option	P&S-Not required	P&S-Not required	P&S-Not required	P&S-Not required	P&S-Not required	P&S-Not required

P = Primary
S = Secondary

COMPARISON OF THE ALTERNATIVES

This section of Chapter II contains a narrative and graphic comparison of the alternatives. Tabular and written comparisons of the environmental, social, and economic effects of implementing each alternative are presented.

ISSUE: Recreation use allocation should be consistent with the protection and enhancement of threatened and endangered salmon fisheries and habitat in the river corridor.

KEY INDICATORS:

- Potential for species to be inadvertently hooked by anglers.
- Potential for boat disturbance on migration/spawning behavior.
- Potential for boat disturbance to eggs/embryo in redds.
- Potential for species to be disturbed while in tributary streams.

Reference Table II-2 for a summary of the issue's key indicators by alternative.

SUMMARY: In all of the alternatives, there is a no to low potential for a species to be inadvertently hooked by anglers.

During the primary season, in all of the alternatives, there is a no to low potential for boat disturbance on migration/spawning behavior of the analyzed fish species. During the secondary season, the potential for boat disturbance on migration/spawning behavior ranges from no potential to a low potential dependent on the proposed recreation use levels and fish species.

There is no potential for boat disturbance to eggs/embryos in redds for spring/summer chinook and sockeye salmon in any of the alternatives. There is no potential for boat disturbance on fall chinook eggs/embryos in redds during the primary season in all of the alternatives. During the secondary season the potential is moderate in all alternatives.

In the wild section there is no potential for fall chinook in tributary streams to be disturbed by recreation users, year-round, although there is a low potential for disturbance by recreation users in the scenic section during the secondary season. The potential for disturbance to spring/summer chinook salmon is estimated to be low for both the wild and scenic sections, year-round. There is no potential for disturbance to sockeye salmon in tributary streams by recreation users in either the wild or scenic sections, year-round.



Table II-2
SUMMARY OF EFFECTS OF ALTERNATIVES ON SALMON SPECIES
FOR PRIMARY AND SECONDARY SEASONS

Wild River Section													
		Fall Chinook				Spr/Sum Chinook				Sockeye			
Alter.		1	2	3	4	1	2	3	4	1	2	3	4
A	P S	N L	N L	N M	N N	L L	L L	N N	L L	N N	N N	N N	N N
B	P S	N L	N L	N M	N N	L L	L L	N N	L L	N N	N N	N N	N N
C	P S	N L	N L	N M	N N	L L	L L	N N	L L	N N	N N	N N	N N
D	P S	N L	N L	N M	N N	L L	L L	N N	L L	N N	N N	N N	N N
E	P S	N L	N L	N M	N N	L L	L L	N N	L L	N N	N N	N N	N N
F	P S	N L	N L	N M	N N	L L	L L	N N	L L	N N	N N	N N	N N
G	P S	N L	N L	N M	N N	L L	L L	N N	L L	N N	N N	N N	N N

Scenic River Section													
		Fall Chinook				Spr/Sum Chinook				Sockeye			
Alter.		1	2	3	4	1	2	3	4	1	2	3	4
A	P S	N L	N L	N M	N L	L L	L L	N N	L L	N N	N N	N N	N N
B	P S	N L	N L	N M	N L	L L	L L	N N	L L	N N	N N	N N	N N
C	P S	N L	N L	N M	N L	L L	L L	N N	L L	N N	N N	N N	N N
D	P S	N L	N L	N M	N L	L L	L L	N N	L L	N N	N N	N N	N N
E	P S	N L	N L	N M	N L	L L	L L	N N	L L	N N	N N	N N	N N
F	P S	N L	N L	N M	N L	L L	L L	N N	L L	N N	N N	N N	N N
G	R S	N L	N L	N M	N L	L L	L L	N N	L L	N N	N N	N N	N N

Alter. = Alternative P = Primary season S = Secondary season

KEY INDICATORS USED TO EVALUATE EFFECTS TO SPECIES

- 1 = Potential for species to be inadvertently hooked by angler.
- 2 = Potential for boat disturbance on migration/spawning behavior.
- 3 = Potential for boat disturbance to eggs/embryo in redds.
- 4 = Potential for species to be disturbed while in tributary stream.

RISK ASSESSMENT (Consequences of Adverse Effect From a Particular Activity.)

- N = No potential effect anticipated to species.
- L = Low potential for effect anticipated to species. None or questionable adverse effect on habitat or population. No cumulative effects expected.
- M = Moderate potential for effect anticipated to species. Possible adverse effects in habitat or on population. Cumulative effects possible.
- H = High potential for effect anticipated to species. Obvious adverse effects on habitat or population. Cumulative effects probable.

NOTE: Risk Assessment definitions for "low, moderate, and high" taken from FSM 2672.24b - 2676.173, page 6 of 7.

ISSUE: Regulation of recreation use could affect the socio-economic condition of current and future river users, recreation-related businesses, and related community and regional infrastructures.

KEY INDICATORS:

- Commercial permittee revenue.
- Associated expenditures by recreationists.

Table II-3

Annual Commercial and Private Powerboat Revenue and Expenditure Impacts, by Alternative¹ (Thousands \$)							
	A	B	C	D	E	F	G
Commercial Powerboat:							
Permittee Revenue							
No Flex	1,040	1,040	564	624	816	624	899
Max Flex	1,040	1,040	708	832	914	727	951
Recreation Expenditures							
No Flex	1,765	1,765	940	1,021	1,332	1,021	1,537
Max Flex	1,765	1,765	1,144	1,390	1,491	1,205	1,623
Total: No Flex	\$2,805	\$2,805	\$1,904	\$1,645	\$2,149	\$1,644	\$2,436
Total: Max Flex	\$2,805	\$2,805	\$1,852	\$2,222	\$2,404	\$1,932	\$2,574
Private Powerboat:							
Recreation Expenditures							
No Flex	938	938	444	799	870	799	901
Max Flex	938	938	444	871	904	836	916
Boating Expenditures							
No Flex	236	236	112	201	219	176	227
Max Flex	236	236	112	220	228	211	231
Total: No Flex	\$1,175	\$1,175	\$556	\$1,000	\$1,089	\$975	\$1,128
Total: Max Flex	\$1,175	\$1,175	\$556	\$1,091	\$1,132	\$1,047	\$1,147

¹ Based on 1991 use data.

SUMMARY: Commercial permittee revenue for Alternatives A and B would remain the same under the no flex scenario. Alternatives B and G have a similarly moderate impact on commercial permittee revenue under the no flex scenario based on their respective use allocations. Alternatives C, D, and F have significant effects on commercial permittee revenue under the no flex scenario based on their respective non-motorized allocations in the wild section.

Associated expenditures by private motorized recreationists remains the same for Alternatives A and B under the no flex scenario. Alternative E shows a \$86,000 reduction from Alternative A under the no flex scenario based on the alternating week of exclusive use in the Dam to Pittsburgh segment of the

wild section. Alternative C shows a \$619,000 reduction in associated expenditures from Alternative A under the no flex scenario based on moderate use allocations in both the wild and scenic sections. Alternative D shows a \$175,000 reduction in associated expenditures from Alternative A under the no flex scenario based on the non-motorized use allocation in the Dam to Pittsburgh segment of the wild section during the primary season. Alternative F shows a \$200,000 reduction in associated expenditures for private powerboaters from Alternative A under the no flex scenario based on the non-motorized use allocation in the entire wild section, year-long. Alternative G shows a \$47,000 reduction from Alternative A under the no flex scenario.

Table II-4

Annual Primary Season Commercial and Private Floatboat Total Revenue and Expenditure Impacts, by Alternative ¹ (Thousands \$)							
	A	B	C	D	E	F	G
Commercial Float							
Permittee Revenue							
No Flex	708	708	708	691	349	691	691
Max Flex	708	708	708	699	616	699	699
Recreation Expenditures							
No Flex	428	428	428	394	214	394	394
Max Flex	428	428	428	411	373	411	411
Total: No Flex	\$1,136	\$1,136	\$1,136	\$1,085	\$563	\$1,085	\$1,085
Total: Max Flex	\$1,136	\$1,136	\$1,136	\$1,110	\$989	\$1,110	\$1,110
Private Float							
Recreation Expenditures							
No Flex	631	631	631	602	329	602	631
Max Flex	631	631	631	631	432	631	631

¹ Based on 1991 use data.

Table II-4. Summary of Commercial and Private Floatboat Total Revenue and Expenditure Impacts, by Alternative.

SUMMARY: Commercial permittee revenue for floatboats remains the same in Alternatives A, B, and C under the no flex scenario. Alternative E shows a \$573,000 reduction in commercial revenue under the no flex scenario based on the alternatives alternating week of exclusive use in the Dam to Kirkwood segment of the wild section. Alternatives D, F, and G show a \$51,000 reduction in commercial revenue based on the elimination of the two temporary use one-day float permits.

Associated expenditures by private non-motorized recreationists remains the same in Alternatives A, B, C, and G under the no flex scenario. Alternatives D and F show a \$29,000 reduction in associated expenditures from Alternative A under the no flex scenario based on the use allocation that would prohibit floatboat launches in the scenic section. Alternative E shows a \$302,000 reduction in associated expenditures from Alternative A under the no flex scenario.



KEY INDICATOR:

- Number and type of recreational users displaced.

Table II-5

Annual Displaced Recreators by Activity and Alternative, Based on 1991 Use Levels												
Activity	A	B	C	% ¹	D	% ¹	E	% ¹	F	% ¹	G	% ¹
Commercial Powerboat												
No Flex	0	0	-6,672	-46	-6,020	-41	-3,471	-24	-6,020	-41	-1,783	-12
Max Flex	0	0	-5,074	-35	-2,988	-21	-2,179	-15	-4,511	-31	-1,076	-7
Private Powerboat												
No Flex	0	0	-3,161	-53	-893	-15	-440	-7	-893	-15	-242	-4
Max Flex	0	0	-3,161	-53	-429	-7	-220	-4	-665	-11	-141	-2
Commercial Float												
No Flex	0	0	0	0	-279	-13	-1,048	-50	-279	-13	-279	-13
Max Flex	0	0	0	0	-140	-7	-267	-13	-140	-7	-140	-7
Private Float												
No Flex	0	0	0	0	-123	-5	-1,276	-52	-123	-5	0	0
Max Flex	0	0	0	0	0	0	-842	-32	0	0	0	0

¹ Percentages are the percent reduction from 1991 primary season passenger levels for the indicated activity.

Table II-5. Summary of annual displaced recreationists by activity and alternative.

SUMMARY: Commercial powerboat recreationists would not be displaced in Alternatives A and B under the no flex scenario. Alternatives C, E, and G would displace 46%, 24%, and 12%, respectively, of the commercial recreationists compared to Alternative A under the no flex scenario based on their respective proposed use allocation systems. Alternative D would displace 41% of the commercial powerboat recreationists compared to Alternative A under the no flex scenario based on the non-motorized allocation in the Dam to Kirkwood segment of the wild section. Alternative F would displace 41% of the commercial powerboat recreationists compared to Alternative A under the no flex scenario based on the year-round, non-motorized, allocation in the entire wild section.

Private powerboat recreationists would not be displaced in Alternatives A and B under the no flex scenario. Alternatives C would displace 53% of the private recreationists compared to Alternative A under the no flex scenario based on the moderate use allocation proposed. Alternative D would displace 15% of the private powerboaters compared to Alternative A

under the no flex scenario based on the non-motorized allocation in the Dam to Kirkwood segment of the wild section. Alternative F would displace 41% of the private powerboat recreationists compared to Alternative A under the no flex scenario based on the year-round, non-motorized, allocation in the entire wild section. Alternatives E and G would displace 7% and 4%, respectively, of private powerboat recreationists compared to Alternative A under the no flex scenario.

Commercial floatboat recreationists would not be displaced in Alternatives A, B, and C under the no flex scenario. Alternative E would displace 50% of the commercial floatboat recreationists compared to Alternative A under the no flex scenario based on the alternating week of exclusive use. Alternatives D, F, and G displace 13% of commercial floatboat recreationists compared to Alternative A based on the elimination of the two temporary use one-day float permits.

Private floatboat recreationists would not be displaced in Alternatives A, B, and C under the no flex scenario. Alternatives D and F would displace 5% of the private floatboat recreationists compared to Alternative A under the no flex scenario based the prohibition of floatboat launches in the scenic section. Alternative E would displace 47% of the private floatboat recreationists compared to Alternative A under the no flex scenario based on the alternating week of exclusive use.

KEY INDICATOR:

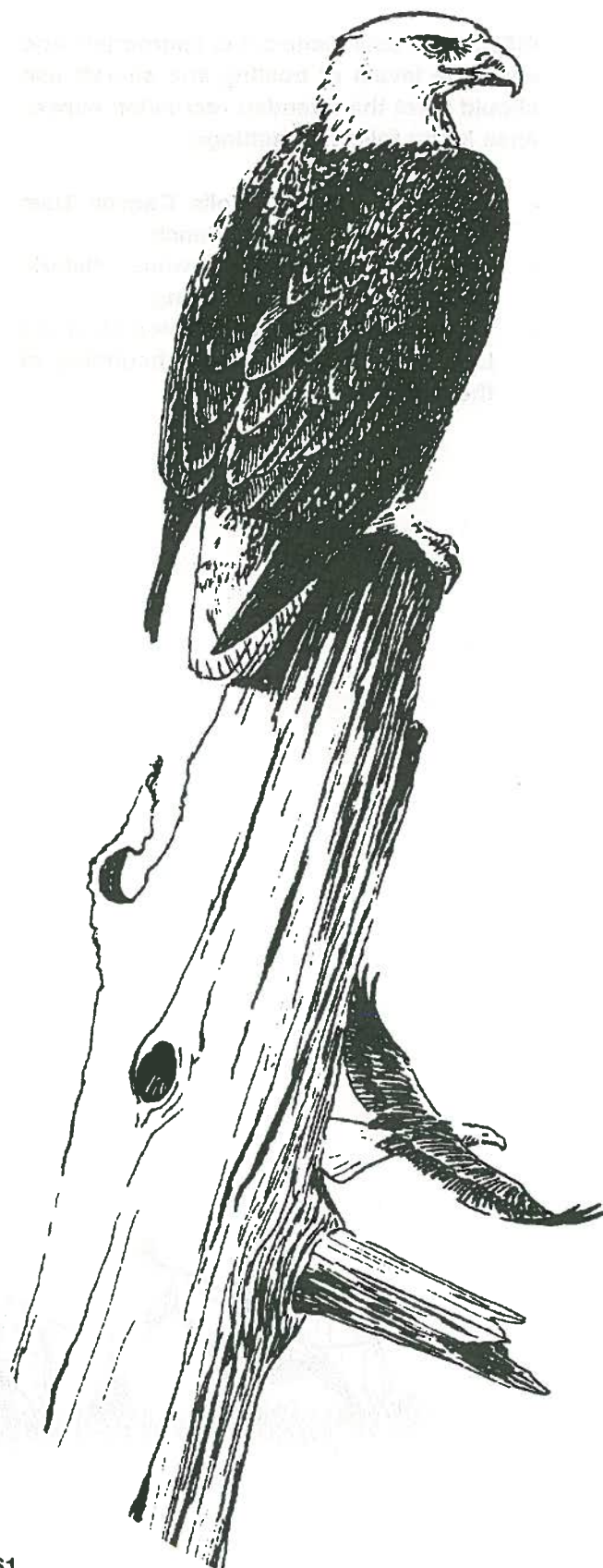
- Cost of alternative implementation.

Table II-6

Alternative	Amount	Percent Change from Alt A
A	\$463,900	NA
B	\$463,900	0%
C	\$441,000	-5%
D	\$418,800	-11%
E	\$457,900	-1%
F	\$375,500	-19%
G	\$463,900	0%

SUMMARY:

Management implementation costs for the river corridor remain under Alternatives A, B, and G. Significant differences to river corridor management costs are associated to Alternatives D and F which both propose portions of the wild section as non-motorized for periods of time.



ISSUE: The establishment of appropriate and equitable levels of boating and aircraft use should meet the intended recreation experience in the following settings:

- Wild river between Hells Canyon Dam and Kirkwood Historic Ranch
- Wild river between Kirkwood Historic Ranch and Pittsburg Landing
- Scenic and Study river between Pittsburg Landing and the Northern boundary of the NRA.

KEY INDICATOR:

- Using the ROS classes, evaluate each alternative's ability to protect and enhance the recreation ORV and DFC's through the following settings:

- Degree of providing access
- Degree of providing remoteness
- Degree of social encounters
- Degree of visitor management
- Degree of facilities and site management
- Degree of user fairness and equitability

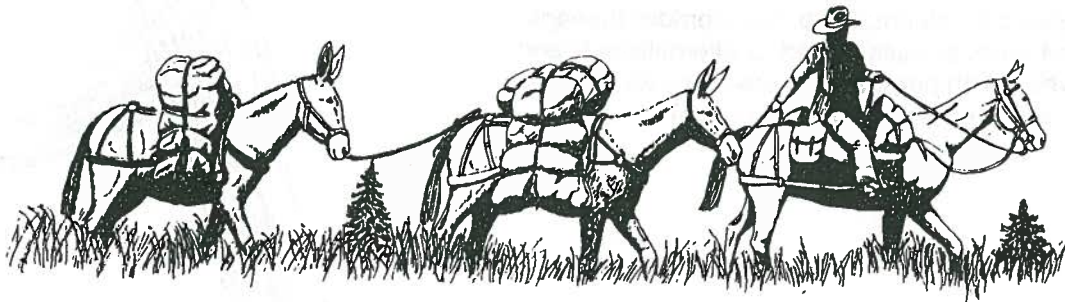


Table II-7 -- Capability to Achieve ROS Settings

Alternative Analysis Category	A		B		C		D		E		F		G	
	Wild	Scenic	Wild	Scenic	Wild	Scenic	Wild	Scenic	Wild	Scenic	Wild	Scenic	Wild	Scenic
Access Level	L	L	M	M	H	H	H	H	H	H	H	H	H	H
Sense of Remoteness	L	L	L	L	H	H	M	H	H	M	L	M	H	M
Social Encounters	L	L	L	L	H	H	H	M	H	M	H	M	H	M
Visitor Management	L	L	L	L	M	H	H	M	M	H	H	H	H	H
Facility/Site Management	L	L	M	M	H	H	H	H	H	H	H	H	H	H
Desired Recreation Experience	L	L	L	L	M	L	L	M	H	M	L	L	H	M
Campsite Competition	L	*	H	*	H	*	M	*	M	*	M	*	H	*

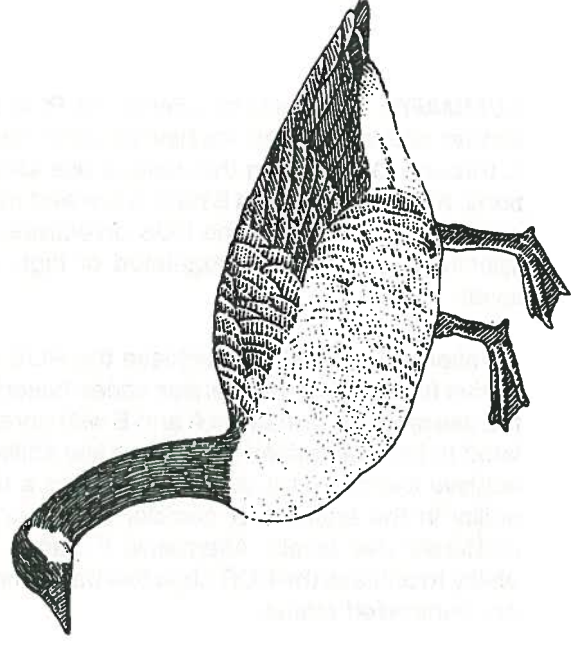
H = High potential for achieving objective

M = Moderate potential for achieving objective

L = Low potential for achieving objective

* Acceptable for Alternatives C, D, E, F, and G. Unacceptable for Alternatives A and B.

Table II-7. Summary of the alternatives' ability to protect and enhance the ROS classes.



SUMMARY: The ability to achieve the ROS objectives of access levels are high for Alternatives C through G based on the various use allocations. Alternatives A and B have a low and moderate ability to achieve the ROS objectives, respectively, based on unregulated or high use levels.

An alternative's ability to achieve the ROS objective for sense of remoteness varies based on the use levels. Alternatives A and B with unregulated to high motorized use have a low ability to achieve the objective. Alternative C has a high ability in the entire river corridor based on its moderate use levels. Alternative F has a low ability to achieve the ROS objective based on its non-motorized status.

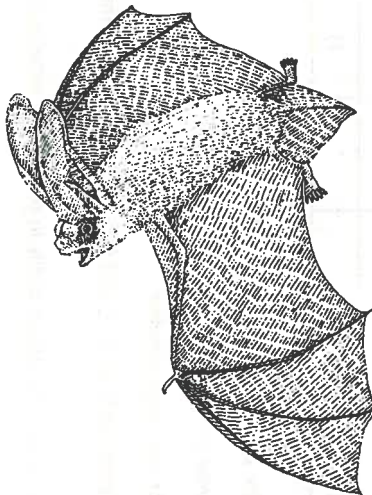
Alternatives A and B both have a low potential to achieve the ROS objective for social encounters with unregulated to high motorized use. Alternatives C, D, E, F, and G have a high ability to achieve the social encounter objective in the wild section based on the various use allocations. Alternatives D, E, F, and G have a moderate ability based on moderate use levels in the scenic section.

Alternatives A and B both have a low potential to achieve the ROS objective for visitor management with unregulated to high motorized use.

Alternatives C and E both have a moderate potential to achieve the visitor management ROS objective in the wild section with a high potential in the scenic section. Alternatives D, F, and G have a high potential to meet the visitor management ROS objectives in both the wild and scenic river.

Alternatives A and B have a low and moderate potential to achieve the ROS objective for facility/site management, respectively. Alternatives C, D, E, F, and G all have a high potential to achieve the ROS objective for facility/site management.

Alternatives A and B both have a low potential to achieve the objective for desired recreation experience. Alternative C in the scenic section, D in the wild section, and F in both wild and scenic sections have a low potential to achieve the desired recreation experience based on the allocation or timing of uses. Alternative C in the wild section and D, E, and F in the scenic section have a moderate potential to achieve the desired recreation experience based on the allocation of use. Only Alternatives E and G have a high potential to achieve the desired recreation setting in the wild section based on providing both shared use and exclusive use allocations.



ISSUE: Party size restrictions, solid human waste carryout, and campsite stay limits should minimize onshore impacts from recreational users.

KEY INDICATOR:

- Risk of visitor impacts from onshore recreation use on:
 - Proposed, endangered, threatened, and sensitive (PETS) plant species and habitat
 - Cultural resources

Table II-8

WILD RIVER SECTION

ALTERNATIVES							
KEY INDICATOR	A	B	C	D	E	F	G
Risk of Disturbance on PETS Plant Species and Habitat	High	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate
Risk of Disturbance on Cultural Resources	High	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate

Table II-8. Summary of risk of disturbance from onshore recreation use on proposed, endangered, threatened, and sensitive species, and cultural resources for the wild river section.

Table II-9

SCENIC RIVER SECTION

ALTERNATIVES							
KEY INDICATOR	A	B	C	D	E	F	G
Risk of Disturbance on PETS Plant Species and Habitat	High	High	Moderate	Moderate	Moderate	Moderate	Moderate
Risk of Disturbance on Cultural Resources	High	High	Moderate	Moderate	Moderate	Moderate	Moderate

Table II-9. Summary of risk of disturbance from onshore recreation use on proposed, endangered, threatened, and sensitive species, and cultural resources for the scenic river section.

SUMMARY: Within the wild section, Alternatives A has the highest potential to adversely impact PETS plant species and habitat, and cultural resources based on unlimited or high recreation use levels. Alternatives C, E, and G have a moderate potential to adversely impact PETS plant species and habitat, and cultural resources based on moderate recreation use levels. Although Alternatives D and F have low water-based recreational use levels they would have a moderate potential to adversely impact PETS plant species and habitat, and cultural resources based on the potential to increase foot and horse traffic on the paralleling trail systems.

Within the scenic section, Alternatives A and B have the highest potential to adversely impact PETS plant species and habitat, and cultural resources based on unlimited or high recreation use levels. Alternatives C, D, E, F, and G have a moderate potential to adversely impact PETS plant species and habitat, and cultural resources based on moderate recreation use levels.

All of the action alternatives would minimize impacts by implementation of a user education program and solid human waste carryout program.