

APPENDIX F

COMPARATIVE DISCUSSION OF ALTERNATIVES CONSIDERED BUT ELIMINATED FROM DETAILED STUDY

HELLS CANYON PRESERVATION COUNCIL ALTERNATIVE S1

Major Facets of Submitted Alternatives Forest Service Disposition

Rivercraft Regulation-Floaters

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| <p>1. During the high use season, float launches from Hells Canyon Creek launch site will be limited to three private and two commercial. Launches from Pittsburg and Dug Bar will not be limited, and no launch limit will exist outside the high use season. Float parties will be limited to 30 people year-round.</p> | <p>Alternatives A, B, C, D, and G provide for this level of launches during the primary season. Alternatives A and B provide unlimited launches at Pittsburg and Dug Bar. Alternative B provides for float parties limited to 30 people year-round.</p> |
| <p>2. The Forest Service will monitor float launches from Pittsburg and Dug Bar, and all launches during the low use season. If these float launches equal the number from Hells Canyon Creek during the high use season, regulations may be applied.</p> | <p>Alternatives C, D, E, F and G provide provisions for float launches at Pittsburg Landing and Dug Bar.</p> |
| <p>3. Use of any floatcraft not fitting the definition of traditional craft is prohibited on the Snake River within the NRA.</p> | <p>Valid craft definitions were established as part of Forest Plan Amendment 5 (reference analysis file).</p> |
| <p>4. All one-day float permits will be purchased by the Forest Service and closed.</p> | <p>Alternatives C, D, E, F and G provide for eliminating one-day floats. The Forest Service would not need to purchase the permits as they are issued annually with no priority use established, and were originally issued with the understanding they were temporary permits.</p> |
| <p>5. All commercial and private float boats will be required to affix a permit number that is visible to other parties on the river, and on shore.</p> | <p>All non-commercial floatcraft are required to display boat tags. Commercial floatcraft are required to have the outfitter's name displayed on the side of each craft.</p> |

HELLS CANYON PRESERVATION COUNCIL ALTERNATIVE S1 (cont.)

Major Facets of Submitted Alternatives	Forest Service Disposition
6. Floaters will be instructed to be courteous and respect jet boaters and to yield the right of way to them in still water by moving away from the main channel of the river.	Alternatives B, C, D, E, F and G would require an active education program at portals on proper social river etiquette.
7. Each launch party is limited to a maximum of ten floatcraft.	None of the alternatives developed limit floatcraft to 10. Alternatives C, D, E, F and G propose a limit of 8 floatcraft.

Rivercraft Regulation - Jet Boats

Hells Canyon Dam to Kirkwood Creek (27 miles)

8. This section of the river corridor will be dedicated to non-motorized use year-round. Private jet boat use is prohibited upon implementation of the plan.	Alternative F provides for this strategy.
9. Commercial jet boat use in this section will be limited to the Hells Canyon Creek permittee, for no more than two full high use seasons following implementation of the plan.	Alternative F would provide for elimination of existing commercial powerboat special use permits in the first implementation season. The permittee would be given the opportunity to establish operations at Pittsburg Landing, Dug Bar, or the Lewiston/Clarkston area.
10. Prior to the beginning of the third full high use season, all permits to operate from Hells Canyon Creek will be closed. The Forest Service will compensate the Hells Canyon Creek permittee financially, and/or by awarding a permit to operate below Kirkwood Creek.	Alternative F would provide for elimination of existing commercial powerboat special use permits in the first implementation season. The permittee would be given the opportunity to establish operations out of Pittsburg Landing, Dug Bar, or the Lewiston/Clarkston area.
11. The Forest Service will purchase the lease for use of the Sheep Creek facility and reserve it for use as an administrative site. The permittee will retain a commercial jet boat operating permit for trips below Kirkwood Creek.	The Sheep Creek facility is issued under a Granger-Thye permit with an expiration date of December, 1996. Under Alternatives D and F, the permittee would be allowed to continue facility operations by catering to float, backpack, and horsepack parties.

HELLS CANYON PRESERVATION COUNCIL ALTERNATIVE S1 (cont.)

Major Facets of Submitted Alternatives Forest Service Disposition

Commercial Jet Boats - From Cache Creek to Kirkwood Creek (43.5 miles)

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| <p>12. During the high use season, commercial jet boat use will be limited to qualifying jet boat permittees that carried more than 200 paying passengers during the 1991 high use season. Non-qualifying permittee's permits will be modified to allow use only during the low use season.</p> | <p>All Forest Service permittees are considered as qualified, since they are required to be licensed by the states of Idaho or Oregon and the U.S. Coast Guard prior to issuance of a Forest Service permit.</p> |
| <p>13. During the high use season, a maximum of ten commercial jet boats per day will be allowed to enter the river corridor, limited to qualifying commercial jet boat permittees. The Forest Service will develop a system for qualifying permittees to apply for those launches. A maximum of five of these launches will be allowed to travel upstream from Getta Creek, and/or launch from Pittsburg Landing. Commercial operators will draw for permits to run above Getta Creek.</p> | <p>No alternatives were developed which replicate this level of use. All of the alternatives provide for varying levels of use in both the wild and scenic sections, as noted in Chapter II.</p> <p>A launch allocation system for commercial powerboats is described in Appendix F.</p> |
| <p>14. During the low use season, the same cap will apply, but non-qualifying permittees will be included.</p> | <p>All Forest Service permittees are considered as qualified, since they are required to be licensed by the states of Idaho or Oregon and the U.S. Coast Guard prior to issuance of a Forest Service permit.</p> |

Private Jet Boats - From Cache Creek to Kirkwood Creek

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| <p>15. During the high use season, a maximum of four private jet boats per day will be allowed to enter the river corridor by pre-obtained (not self-issue) permit. Four will be allowed entry from Cache Creek. Two launches will be allowed from either Pittsburg Landing or Dug Bar. The permit holder will have a choice of which site to launch from.</p> | <p>This major facet was not carried into the development of any alternative, although Alternative C replicates a moderate level of use as proposed in this major facet.</p> |
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HELLS CANYON PRESERVATION COUNCIL ALTERNATIVE S1 (cont.)

Major Facets of Submitted Alternatives Forest Service Disposition

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| <p>16. During the high use season, a maximum of three private jet boats will be allowed between Getta Creek and Kirkwood Creek. The private jet boats allowed above Getta Creek will be the two launches from Pittsburg or Dug Bar, and one of the four entering from Cache Creek.</p> | <p>This major facet was not carried into the development of any alternative, although Alternative C replicates a moderate level of use as proposed in this major facet.</p> |
| <p>17. During the low use season, the same cap will apply.</p> | <p>This major facet was not carried into the development of any alternative, although Alternative C does provide for an expanding allocation system in the secondary season once use levels exceed the primary season use levels for two concurrent years.</p> |
| <p>18. All commercial and private jet boats operating in the wild and scenic corridor are limited in length to 44 feet, width to 13 feet, and height to single deck designs with canopy.</p> | <p>This occurs in Alternatives B, C, D, E, and F, except for the width requirement. Alternative G provides for a shorter length requirement.</p> |
| <p>19. Jet boats will be encouraged to avoid contact with floaters, and slow down to idle speed when approaching float boats, whether they are traveling on the river or moored at shore. The Forest Service will prohibit "re-runs" (running repeatedly up and down rapids). Jet boaters will be encouraged to minimize contact with floaters. Floaters will have the right of way in moving water.</p> | <p>These facets would be addressed for as part of the active education program as described in Chapter II, "Management Requirements Common to All Action Alternatives" and outlined in Appendix L.</p> |
| <p>20. All commercial and private jet boats will be required to affix a permit number that is visible to other parties on the river, and on shore.</p> | <p>Alternatives B, C, D, E, F and G require that boat registration numbers be clearly displayed on the hull for issuance of a permit.</p> |

HELLS CANYON PRESERVATION COUNCIL ALTERNATIVE S1 (cont.)

Major Facets of Submitted Alternatives	Forest Service Disposition
21. The Forest Service will initiate a study to provide guidelines for regulation of jet boat noise and fuel leakage. Upon obtaining information on best available technology for reducing or eliminating noise and fuel leakage, regulations will be implemented requiring such technologies as a prerequisite for obtaining a permit. All commercial jet boats will be required to have or install such technologies within one year of completion of the study, private jet boats within two years. The study will be completed within one year of implementation of the plan. Noise and fuel leakage control technologies will be reviewed for upgrading of requirements every three years.	The regulation of noise generated by motorized watercraft is outside the proposed action and purpose and need for action. This regulation of noise is under the authority of the states of Idaho and Oregon as addressed in Chapter I of this FEIS. Safety and environmental regulations governing motorized watercraft are under the authority of the U.S. Coast Guard. Noise is further addressed in Appendix D.
22. Within one year of implementation of the plan, the Forest Service will initiate a study to determine the effects of jet boats on beaches. Upon its completion, measures will be adopted to eliminate any beach erosion caused by jet boats.	This facet is addressed in Appendix E.
23. All jet boat fueling sources or other fuel storage will be eliminated within the entire Wild and Scenic River corridor.	This facet is outside the proposed action, and the purpose and need. The fuel storage tanks at Pittsburg Landing have been replaced to meet Environmental Protection Agency requirements for administrative use only.
24. Administrative use of jet boats will be allowed to Kirkwood Creek. Use above Kirkwood Creek by the Forest Service or other federal or state agencies for necessary tasks will require the prior approval of the Area Ranger or Forest Supervisor.	Alternative D, E, and G would allow for emergency use of motorized watercraft in non-motorized sections with the approval of Area Ranger or Forest Supervisor.
25. Use on any motorized craft not fitting the definition of traditional craft is prohibited on the Snake River within the NRA.	Valid craft definitions were established as part of Forest Plan Amendment 5 (reference the analysis file).

HELLS CANYON PRESERVATION COUNCIL ALTERNATIVE S1 (cont.)

Major Facets of Submitted Alternatives	Forest Service Disposition
<u>Aircraft, Land Vehicle, and Road Use</u>	
26. Aircraft landings will be permitted only at portal airstrips (i.e.; Pittsburg, Dug Bar, Cache Creek). Landings will be limited to no more than three private aircraft per day during the high use season. A pre-obtained permit will be required prior to landings.	This facet was not carried forward into the development of alternatives.
27. No permits for commercial aircraft landings will be issued for airstrips within the river corridor. No commercial (sightseeing) aircraft will be permitted to land in the canyon except in emergency situations.	This facet is provided for in Chapter II "Management Requirements Common to All Action Alternatives."
28. All aircraft will be prohibited from flying below the west rim except permit-holding private aircraft that are taking off or landing at portal airstrips.	This facet was not carried forward into the development of alternative as addressed in Appendix D.
29. Float plane landings will not be allowed in the entire river corridor at any time.	This facet is addressed in Chapter II, "Management Requirements Common to All Action Alternatives."
30. Off road vehicles, dirt bikes, and all terrain vehicles will not be allowed to operate in the river corridor at any time.	This facet is part of existing management direction for the river corridor.
31. Motor vehicles traveling to portals will remain in designated roadways, parking areas, launch ramps, or camping areas.	This facet is part of existing management direction for the river corridor.
32. Public travel will not be allowed on the Cache Creek or Jim Creek roads.	This facet is outside the scope of the proposed action and the purpose and need and will be addressed as part of the CMP adjustment strategy.

HELLS CANYON PRESERVATION COUNCIL ALTERNATIVE S1 (cont.)

Major Facets of Submitted Alternatives Forest Service Disposition

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| <p>33. Motor vehicle use on private land will be limited to that required for traditional activities associated with the property, and with in the constraints of the NRA Act and Wild and Scenic Rivers Act. No launch of any watercraft will be permitted from private land or non-designated access points or portals.</p> | <p>This facet is outside the scope of the proposed action and the purpose and need. The Forest Service is required to provide private inholdings with access and egress rights.</p> |
| <p>34. No road construction will occur anywhere within the river corridor during the life of the plan. Road improvement will be limited to those existing roads at portals which are necessary to provide access to existing camp areas, parking areas, and launch sites.</p> | <p>This facet is part of existing management direction for the river corridor.</p> |
| <p>35. Kirkwood Road will be allowed to deteriorate naturally. No maintenance or improvements will be undertaken. Kirkwood Road will be physically closed at least one mile above the Wilson Ranch.</p> | <p>This facet is addressed in Appendix D.</p> |

Portals, Facilities, and Trails

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| <p>36. <u>Pittsburg</u> - Pittsburg road will not be improved, but will be maintained in the condition and surface achieved after ongoing work is completed. All spur roads will be physically closed and/or obliterated except the main road that leads to the launch ramp at the lower landing, and the road to Circle C Ranch.</p> | <p>This facet is outside the scope of the proposed action and the purpose and need. The site specific management of the Pittsburg Landing facilities and roads will be addressed through access and travel management planning, site plan for the recreation facilities, per the standards and guidelines of the Forest Plan for Administrative and Recreation sites (pages 4-91 through 4-93), and the final management direction that result from this EIS.</p> |
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The road to the upper landing near Circle C Ranch will be closed, and a small (maximum 15 unit), Level II or III campground and trailhead will be constructed near the Ranch. Developed trail access will not be provided to any archaeological sites.

The parking area at the launch ramp will be improved as planned.

The Circle C Ranch House will be managed as a historic site, and used for necessary administrative purposes.

HELLS CANYON PRESERVATION COUNCIL ALTERNATIVE S1 (cont.)

Major Facets of Submitted Alternatives Forest Service Disposition

37. Dug Bar - The Dug Bar Road will undergo surface improvements only, not paving or realignment.
- A small (maximum 15 unit), Level II or III campground will be constructed near the existing campsites at the north end of Dug Bar. Toilet facilities such as those at Kirkwood will be provided.
- The ranch structures will be reserved as an administrative site during the high use season. Livestock and livestock permittee use will be phased out within two full grazing seasons after implementation of the plan.
- The Dug Bar sites will undergo a separate environmental analysis in 1994 to address facilities development and use levels. The environmental analysis will tier to the final decision and direction of this EIS.
38. Cache Creek - No new facilities will be constructed. Existing facilities will be improved as needed. Structures and equipment not qualifying as historic sites or artifacts will be removed.
- Management of the Cache Creek Ranch will follow the interim management direction (reference analysis file) until a new site plan is developed under a separate environmental analysis.
39. Hells Canyon Creek - After ongoing construction, facilities will be maintained as they are. Both the slide and the concrete ramp will be maintained for floater use to alleviate crowding at the put-in.
- Road improvements from Hells Canyon dam to the launch site will be undertaken as planned.
- This facet is outside the scope of proposal and purpose and need for action. The site specific management of the Hells Canyon Creek facilities and road will be addressed through access and travel management planning, site plans for the recreation facilities, per the standards and guidelines of the Forest Plan for administration and recreation sites (pages 4-91 through 4-93), and the final management direction that result from this EIS.
40. All developments in the river corridor will be limited to the improvement of existing facilities and maintenance of their rustic character, except as noted at Hells Canyon Creek, Pittsburg, and Dug Bar.
- All site specific development will be managed per the final management direction from this EIS, and the individual site plans for administrative sites to ensure the maintenance and protection.

HELLS CANYON PRESERVATION COUNCIL ALTERNATIVE S1 (cont.)

Major Facets of Submitted Alternatives	Forest Service Disposition
41. All spur roads and off road vehicle trails at portals will be physically closed and/or obliterated.	This facet is outside the scope of the proposed action and the purpose and need. Management of spur roads and off road vehicle trails will occur through access and travel management planning and administrative and recreation site plans.
42. Management of portals will stress accommodation and maintenance of existing uses. Increased use by traffic not engaging in river travel will not be encouraged.	This facet is outside the scope of the proposed action and the purpose and need. The issue of access will be dealt with through access and travel management planning and administrative and recreation site plans.
43. The Forest Service will not offer contracts for concessions at portals.	This facet is outside the scope of the proposed action and the purpose and need. The use of concessionaires at portals is an administrative decision dependent on the Forest Services objectives in managing administrative and recreation sites.
44. Use of approved human waste carry-out systems will be required for all river users year-round. All pit toilets will be eliminated as soon as receptacles for waste carry-out system are in place at Pittsburg, Dug Bar, and Heller Bar. Such facilities will be provided within two years of implementation of the plan.	This facet is addressed in Chapter II, "Management Requirements Common to all Action Alternatives." Enactment of this proposal would occur when disposal facilities are available, which may or may not occur within two years of implementation of a final decision.
45. The primitive character of all river camps will be maintained. Modern accommodations and facilities such as picnic tables, trash receptacles, fire rings, and toilets will not be provided (except at portals). Those that are present will be removed.	Similarities to this facet are addressed in Alternatives B, C, D, E, F and G.

HELLS CANYON PRESERVATION COUNCIL ALTERNATIVE S1 (cont.)

Major Facets of Submitted Alternatives Forest Service Disposition

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| <p>46. All campsites and trails will be maintained as in designated wilderness, foregoing hazard tree falling and other modern improvements such as gabions (rock-filled wire mesh), sculpted rock structures, and finished lumber.</p> | <p>Management of campsites and trails is pursuant to the guidelines addressed in Forest Service Manual 2300 (2354.41 exhibit 01). The final selected alternative will further refine management objectives by determining the Recreation Opportunity Spectrum (ROS) for the river corridors defining the appropriate guideline for facilities and access management as per the Forest Plan standards and guidelines (pages 4-38 through 4-42).</p> |
| <p>47. Camps will be closed as needed due to unacceptable vegetation loss or other use damage. When necessary, camps will be revegetated with native vegetation only.</p> | <p>This facet is addressed in Chapter II, under mitigation, monitoring, and alternative design through stay lengths.</p> |
| <p>48. All navigation markers will be immediately removed upon implementation of the plan.</p> | <p>Components of this facet are addressed in Alternatives B, D, E, F and G. Removal of navigation markers is contingent upon the Corp of Engineers' approval.</p> |
| <p>49. All structures in the river corridor other than those qualifying as historic sites per P.L. 94-199 (the Hells Canyon NRA Act) or other statutes, or in use, or planned for use as an administrative site, will be removed or destroyed.</p> | <p>The river corridor (as far north as Cougar Rapid) is listed as the Hells Canyon Archaeological District. Structures within the river corridor generally fall within two categories of use, either historic or administrative. Those historic structures that are either eligible or contributory to the Archaeological District are managed pursuant to the Historic Buildings Management Plan. Administrative buildings are managed pursuant to the developed site plan. Alternatives C, D, E, F and G propose the removal of the metal shed upstream from Pittsburg administrative site and the metal silos at Kirkwood Ranch.</p> <p>Alternative F proposes the removal of non-historic structures at Kirkwood Historic Ranch.</p> |

HELLS CANYON PRESERVATION COUNCIL ALTERNATIVE S1 (cont.)

Major Facets of Submitted Alternatives Forest Service Disposition

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| <p>50. Trailhead signing identifiable from specific campsites will be provided, and specific trails leading from the following campsites will be improved: Battle Creek Camp and Trail; Upper and Lower Granite Camps and Little Granite Trail; Saddle Creek Camp and Trail; Bernard Camp and Trail; Sheep Creek Camp and Trail; Salt Creek Camp and Two Corral and Temperence Creek Trails; Tryon Creek Camp and Trail.</p> | <p>This facet is outside the proposed action and the purpose and need for action.</p> |
| <p>51. A trailhead at Eagle Bar and a trail segment from Eagle Bar to the improved section of the Idaho side Snake River trail will be constructed within three years.</p> | <p>This facet is outside the proposed action and the purpose and need for action.</p> |
| <p>52. Federal purchase of the Heller Bar ramp and parking area for use as a float and jet boat launch and disembark site will receive priority. Separate ramps will be provided for jet boats and floatcraft within one year of purchase.</p> | <p>This facet is outside the proposed action and the purpose and need for action.</p> |
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- Education and Camping**
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| <p>53. A pre-launch orientation will be required at all portals during the high use season.</p> | <p>This facet is addressed in Chapter II, "Management Requirements Common to All Action Alternatives," as part of the active education program.</p> |
| <p>54. Orientation will include guidelines for disposal of camp waste including trash systems, dishwater, urine, and charcoal. Fire pans will be required for all fires year-round.</p> | <p>This facet is addressed in Chapter II, "Management Requirements Common to All Action Alternatives," as part of the active education program.</p> |
| <p>55. The importance of camp privacy will be stressed in the orientation. Observing and/or recording activities at other's camps will be strongly discouraged.</p> | <p>This facet is addressed in Chapter II, "Management Requirements Common to All Action Alternatives," as part of the active education program.</p> |

HELLS CANYON PRESERVATION COUNCIL ALTERNATIVE S1 (cont.)

Major Facets of Submitted Alternatives Forest Service Disposition

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| <p>56. Overnight stay limits for individual campsites will apply only during the high use season. These limits will be two nights between Hells Canyon Dam and Kirkwood Creek, three nights between Kirkwood Creek and Getta Creek, and four nights between Getta and Cache Creeks.</p> | <p>Although this specific facet was not carried forward into alternative development, Alternatives B, C, D, E, F and G provide a variety of stay limits conducive to the specific theme of an alternative.</p> |
| <p>57. A camp reservation system will be implemented for floaters during the high use season between Hells Canyon Creek and Kirkwood Bar Camp. Private and commercial permit holders will select camps the day of their permitted launch, no earlier than 7:00 a.m. The river ranger will negotiate any conflicts wherein specific parties want the same camp on the same day.</p> | <p>Alternatives A, B, C, and E would provide for a campsite reservation system.</p> |
| <p>58. During the high use season, the Forest Service will encourage use of the following camps only for parties of twelve or more: Kirkwood Bar; Fish Trap; Tryon Creek; Bar Creek; Robinson Gulch; China Bar; Geneva Bar; and Lower Jim Creek. There will be no reservation system below Kirkwood, but parties of less than twelve will be advised of this regulation.</p> | <p>This facet would be addressed through the campsite reservation systems proposed in Alternatives A, B, C, and E.</p> |
| <p>59. Those wishing to camp at Salt Creek, Pine Bar, and Geneva Bar (or any other camp that will accommodate two parties) while a separate party is occupying the camp, must first obtain permission from the party already established at the site.</p> | <p>This facet would be addressed through the campsite reservation systems proposed in Alternatives A, B, C, and E. The issue of river etiquette as part of an active education program would further address this.</p> |
| <p>60. No gear will be left at unattended campsites overnight except by parties that have remained in the river corridor, and are hiking or camping within the corridor.</p> | <p>This facet would be addressed in Alternatives C, D, E, F and G.</p> |

HELLS CANYON PRESERVATION COUNCIL ALTERNATIVE S1 (cont.)

Major Facets of Submitted Alternatives Forest Service Disposition

61. The use of "boom boxes" or other battery-powered noise devices will be discouraged.

This would be addressed as part of the active education program in Chapter II, "Management Requirements Common to All Action Alternatives."

62. Discharge of firearms will be prohibited within the Wild and Scenic River corridor for "recreational" purposes (e.g., "target practice") outside of hunting seasons and will be limited to the purpose of hunting.

This would be addressed as part of the active education program in Chapter II, "Management Requirements Common to All Action Alternatives." This facet is further addressed under 36 CFR 261.10(d) prohibiting discharging firearms within 150 yards of residences, buildings, campsites, developed recreation sites or occupied areas, or across bodies of water where by any person or property is exposed to injury or damage.

Livestock, Ecosystem Protection, and Private Land Use

63. All (5) vacant federal livestock allotments within the Snake Wild and Scenic River corridor will be closed upon implementation of the plan.

This facet is outside the scope of the proposed action and the purpose and need for action. It is further addressed in Appendix D.

64. Use of all (6) in-use livestock allotments in the river corridor will be phased out, or modified to prevent livestock and associated facilities and impacts within the river corridor. The Saddle Creek and Himmelwright allotments will be modified to prevent cattle and range improvements in the river corridor below Barton Heights. The Temperence, Lone Pine, and Pittsburg allotments will be closed after two full grazing seasons as defined in the allotment management plan.

This facet is outside the scope of the proposed action and the purpose and need for action. It is further addressed in Appendix D.

The Sheep Creek allotment will be closed immediately upon implementation of the plan.

HELLS CANYON PRESERVATION COUNCIL ALTERNATIVE S1 (cont.)

Major Facets of Submitted Alternatives Forest Service Disposition

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| 65. Upon closure of allotments, the Forest Service will remove all ranching facilities not qualified for historic status from all public land except those used for administrative recreation management. | This facet is outside the scope of the proposed action and the purpose and need for action. It is further addressed in Appendix D. |
| 66. The Forest Service will remove all range improvements from all allotment areas inside the river corridor within two years of implementation of the plan. | This facet is outside the scope of the proposed action and the purpose and need for action. It is further addressed in Appendix D. |
| 67. No timber management or road building activities will be conducted in any area that can be seen from within the Snake Wild and Scenic River corridor. This would involve the following areas currently within the Dispersed Recreation Timber Management Allocation in the NRA Comprehensive Management Plan: Upper Horse Creek; upper Kirkwood, Kirby, and Corral (Idaho) Creeks; and the Lookout Mountain area. | Management activities within the viewshed of the river corridor would only occur within the context of the visual quality objectives as stated in Chapter II, "Management Requirements Common to All Action Alternatives," and the Forest Plan (pages 4-42 through 4-44). |
| 68. Ecosystem restoration, including, but not limited to native vegetation restoration will commence immediately upon implementation of the plan. Tributary streams within the river corridor will be inventoried within one year of implementation of the plan. Restoration will commence within one year after the completion of the inventory. | Ecosystem restoration and biological and aquatic inventories are ongoing activities and will continue as funding allows. Existing direction in the Forest Plan and the management direction from this EIS would provide the management objectives and direction to ensure the continuation of ecosystem restoration and management and the protection and enhancement of the river's outstandingly remarkable values. |
| 69. Within one year of implementation of the plan, contact will be initiated with Idaho Power Company to pursue a joint study to evaluate means of stabilizing flows from Hells Canyon Dam, and restoring beaches within the Snake Wild and Scenic River corridor. | This major facet is addressed in Appendix D. |

HELLS CANYON PRESERVATION COUNCIL ALTERNATIVE S1 (cont.)

Major Facets of Submitted Alternatives Forest Service Disposition

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| <p>70. Use and development of private land will be regulated in accordance with the Wild and Scenic Rivers Act and the NRA Act. Submission of operating plans will be required of private landowners prior to any major construction or ground-disturbing activities. Preparation of NEPA analysis or impact statements will be required for any major activity that is considered within the constraints of the above laws. Other non-complying activities will be prohibited.</p> | <p>Final private land use regulations for the river corridor are currently being developed under 36 CFR 292 Subpart E. The Forest Service has no authority to require private land owners to follow the NEPA process for their management activities.</p> |
| <p>71. Public recreation use of roads on private land will be disallowed within the Wild and Scenic River corridor.</p> | <p>Final private land use regulations for the river corridor are currently being developed under 36 CFR 292 Subpart E. The Forest Service has no authority to limit and/or restrict vehicular traffic on private lands.</p> |

HELLS CANYON PRESERVATION COUNCIL ALTERNATIVE S2

Major Facets of Submitted Alternatives Forest Service Disposition

Alternative S2 is identical to S1 except for the directive for motorized use of the canyon.

River Craft Regulation-Jet Boats

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| <p>1. From Hells Canyon Dam to Getta Creek will be dedicated to non-motorized use year-round. Private jet boat use is prohibited upon implementation of the plan.</p> <p>2. Commercial jet boat use in this section will be limited to the Hells Canyon Creek permittee, for no more than two full high use seasons following implementation of the plan.</p> <p>3. Prior to the beginning of the third full high use season, all permits to operate from Hells Canyon Creek will be closed. The Forest Service will compensate the Hells Canyon Creek permittee financially, and/or by awarding a permit to operate below Getta Creek.</p> <p>4. The Forest Service will purchase the lease for use of the Sheep Creek facility and reserve it for use as an administrative site. Access to Kirby Creek Resort will be limited to non-motorized access. Both permittees will retain commercial jet boat operating permits for trips between Cache Creek and Getta Creek.</p> <p>5. From Cache Creek to Getta Creek will be limited to commercial jet boat operations. All commercial jet boats will be allowed entry into the Wild and Scenic corridor through Cache Creek only.</p> | <p>This major facet is similar in context to Alternative F.</p> <p>Alternative F would provide for elimination of existing commercial powerboat special use permits in the first implementation season. The permittee would be given the opportunity to establish operations at Pittsburg Landing, Dug Bar, or the Lewiston/Clarkston area.</p> <p>Alternative F would provide for elimination of existing commercial powerboat special use permits in the first implementation season. The permittee would be given the opportunity to establish operations at Pittsburg Landing, Dug Bar, or the Lewiston/Clarkston area.</p> <p>The Sheep Creek facility is issued under a Granger-Thye permit with an expiration date of December, 1996. Under Alternatives D and F the permittee would be allowed to continue facility operations by catering to float, backpacking, and horsepack parties. Access to the Kirby Creek inholding as proposed in Alternative F is pursuant to the Alaska National Interest Lands Conservation Act of 1980.</p> <p>This facet was not carried forward into alternative development as it was felt it was not within the proposed action and the purpose and need for action.</p> |
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HELLS CANYON PRESERVATION COUNCIL ALTERNATIVE S2 (cont.)

Major Facets of Submitted Alternatives Forest Service Disposition

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| <p>6. During the high use season, a maximum of 10 commercial jet boats per day will be allowed to enter the river corridor, limited to Qualifying commercial jet boat permittees. The Forest Service will develop a system for Qualifying permittees to apply for those launches. During the Low-Use season, the same cap will apply, but Non-Qualifying permittees will be included.</p> | <p>No alternative was developed which replicates this level of use. All the alternatives provide for varying levels of use in both the wild and scenic sections. Alternative F best replicates this facet, proposing a maximum eight commercial powerboats per day in the scenic section.</p> <p>Alternative G allows for a maximum 6 commercial powerboats in the scenic section and 6 commercial powerboats in the wild section.</p> |
| <p>7. All commercial jet boats operating in the Wild and Scenic corridor are limited in length to 44 feet, width to 13 feet, and height to single deck designs with canopy.</p> | <p>This occurs in Alternatives B, C, D, E, and F except for the width requirement. Alternative G proposes a shorter length.</p> |
| <p>8. Jet boats will be required to avoid contact with floaters, and slow down to idle speed when approaching float boats, whether the float boats are travelling on the river, or moored at shore. The Forest Service will prohibit "re-runs" (running repeatedly up and down rapids). Jet boat operators will be encouraged to minimize contact with floaters.</p> | <p>These facets would be provided for as part of the active education program addressed in Chapter II, "Management Requirements Common to All Action Alternatives."</p> |
| <p>9. The Forest Service will initiate a study to provide guidelines for regulation of jet boat noise and fuel leakage. Upon obtaining information on the best available technology for reducing or eliminating noise and fuel leakage, regulations will be implemented requiring such technologies as a condition of commercial jet boat permits. These technologies will be installed on all commercial boats within one year of completion of the study and will be reviewed for upgrading every three years.</p> | <p>The regulation of noise generated by motorized watercraft is outside the proposed action. The regulation of noise is under authority of the States of Idaho and Oregon and is addressed in Appendix D. Safety and environmental regulations governing motorized watercrafts are under the authority of the U.S. Coast Guard.</p> |

HELLS CANYON PRESERVATION COUNCIL ALTERNATIVE S2 (cont.)

Major Facets of Submitted Alternatives Forest Service Disposition

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| <p>10. The Forest Service will initiate a study to determine the effects of jet boats on beaches. Upon its completion, measures will be adopted to eliminate any beach erosion caused by jet boats.</p> | <p>This facet is addressed in Appendix E.</p> |
| <p>11. All jet boat fueling sources or other fuel storage within the entire Wild and Scenic River corridor will be removed.</p> | <p>This facet is outside the proposed action and the purpose and need. The fuel storage tanks at Pittsburg Landing have been replaced to meet Environmental Protection Agency requirements for administrative use only.</p> |

NORTHWEST POWERBOAT ASSOCIATION ALTERNATIVE

Major Facets of Submitted Alternatives Forest Service Disposition

SEGMENTATION:

1. The Western Whitewater Association and the Northwest Powerboat Association would like to see the river segmented into four units:

- Boundary to Pittsburg. DFC-Recreation.
- Pittsburg to the end of navigation at Sheep Creek. DFC - interpretation of historical features.
- Sheep Creek Rapid to Wild Sheep. DFC - backcountry semi-primitive motorized.
- Wild Sheep to the Dam. DFC - Recreation.

Chapter I of this FEIS presents and explains a desired future condition (DFC) that is compatible with the wild and scenic designation of the Snake River and the protection and enhancement of the river's outstanding and remarkable values. DFC's by river segment as presented in the DEIS have been dropped from further consideration.

DFC's specific to river segmentation as presented in the DEIS have been eliminated from further consideration in the FEIS.

SAFETY

2. A second affect is to leave the channel survey markers in place.

Alternatives A & C propose leaving the navigation markers in place for the entire river corridor. All of the alternatives propose leaving the navigation markers in the scenic section. Alternative E and G would leave navigation markers between Kirkwood and Pittsburg.

AIRCRAFT ACCESS

Scenic Section:

3. Conduct periodic studies of visitor perceptions to determine level of satisfaction with the number of aircraft encounters.
4. Require self-issue permits at each open airstrip to provide use data that can be correlated with visitor perceptions. Post educational information and disseminate educational materials to aviators.

The monitoring plan in Chapter II addresses the elements that would be monitored as part of implementing a final decision.

This occurs in Alternatives B through G.

NORTHWEST POWERBOAT ASSOCIATION ALTERNATIVE (cont.)

Major Facets of Submitted Alternatives Forest Service Disposition

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| 5. Open the Cache Creek Airstrip; leave the airstrips at Pittsburg, Dug Bar and Salmon Bar open. | This occurs in Alternatives B through G. |
| 6. When the standard is reached, limit use to assure that 40% of the days will be free of aircraft landings at each strip, excluding landings on private property, administrative landings, emergencies, law enforcement, and permittee landings associated with grazing operations. | The monitoring plan in Chapter II addresses the elements that would be monitored as part of implementing a final decision. |
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Wild Section: | |
| 7. Conduct periodic studies of visitor perceptions to determine level of satisfaction with the number of aircraft encounters. | The monitoring plan in Chapter II addresses the elements that would be monitored as part of implementing a final decision. |
| 8. Require self-issue permits at each open airstrip to provide use data that can be correlated with visitor perceptions. Post educational information and disseminate educational materials to aviators. | This occurs in Alternatives B through G. |
| 9. Open the Sluice Creek Airstrip; leave the Big Bar Strip open. | This occurs in Alternatives B, C, E and G. |
| 10. When the standard is reached, limit use to assure that 60% of the days will be free of aircraft landings at each strip, excluding landings on private property, administrative landings, emergencies, law enforcement, and permittee landings associated with grazing operations. | The monitoring plan in Chapter II addresses the elements that would be monitored as part of implementing a final decision. |

NORTHWEST POWERBOAT ASSOCIATION ALTERNATIVE (cont.)

Major Facets of Submitted Alternatives Forest Service Disposition

THE RIVER EXPERIENCE - DETERMINING USE LEVELS

Scenic Section:

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| 11. Monitor visitor perceptions of crowding. | The monitoring plan in Chapter II addresses the elements that would be monitored as part of implementing a final decision. |
| 12. If the standard is exceeded, consider a series of actions, starting with visitor education, then proceeding to stay limits, assignment of overnight campsites and finally limits to boater entries. The least restrictive tool should be used that accomplishes objectives and achieves the standards. | This occurs through varying degrees and management approaches in Alternatives B through G. |
| 13. If the standard is exceeded below the Salmon-Snake confluence, contact the BLM and ask that the unlimited float use entering the Snake from the Lower Salmon River be curtailed. Place a limit on the numbers of floatcraft entering from the Salmon River. | Monitoring use levels is addressed in Chapter II, Monitoring. Recreation use entering from the Salmon River will be monitored. Should those use levels conflict with management objectives for the selected alternative, the Forest Service will coordinate with the Bureau of Land Management in their review and revision of the Salmon River Management Plan beginning in 1996. |
| 14. Limit overnight party size to 30 people. | This occurs in Alternatives A and B. |
| 15. Limit powerboat size to 44 feet in length with no stacked decks. No party size limit will be imposed for day use. | This occurs in Alternatives B through F. |

NORTHWEST POWERBOAT ASSOCIATION ALTERNATIVE (cont.)

Major Facets of Submitted Alternatives Forest Service Disposition

Wild Section:

16. Monitor visitor perceptions of crowding.

Establish daily launch limits for both private and commercial float parties during the high use season as follows:

- 5 multi-day float launches each day, 3 private and 2 commercial, except that a single commercial full service float permit is to be converted to private launches, adding one launch opportunity to the private sector every 8th day;
- allow 1 commercial one-day float launch each day.

The monitoring plan in Chapter II addresses the elements that would be monitored as part of implementing a final decision.

Alternatives A, B, C, D and G provide for this launch ratio. None of the alternatives provide for adding a private float launch every 8th day. Alternative E provides for increasing opportunities for private float launches.

This occurs in Alternatives A and C.

17. Establish private powerboat limits during the high use season for entries from the end of navigation or Sheep Creek Rapid and Hells Canyon Creek, as follows:

- a maximum of 18 launches on each weekend day (Friday and Saturday) (the limit of 16 in the LAC proposal adjusted for compliance at Cache Creek).
- a maximum of 9 launches on each weekday (Sunday through Thursday) (the limit of 8 in the LAC proposal adjusted for compliance at Cache Creek).

Although none of the alternatives address these number of launches specifically, all of the alternatives provide for varying levels and management approaches to private powerboat launches.

18. Commercial powerboat limits--same as LAC proposal.

This occurs in Alternative B.

19. If the standards are exceeded, consider all other actions that might alleviate the situation before reducing boater access. If reduction of boater access is the only viable alternative, reduce both private and commercial, float and power launch opportunities equally.

The monitoring plan in Chapter II addresses the elements that would be monitored as part of implementing a final decision. Alternatives C, D, E, F and G provide for provisions to implement allocation systems for both the primary and secondary seasons.

NORTHWEST POWERBOAT ASSOCIATION ALTERNATIVE (cont.)

Major Facets of Submitted Alternatives	Forest Service Disposition
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| <p>20. Limit the number of floatcraft per float party to 8 for multi-day trips and 2 for the one-day trips.</p> | <p>Alternatives C, D, E, F and G provide for 8 floatcraft per float party for all launches.</p> |
| <p>21. Involve powerboaters in development of the processes to be used in issuing permits and campsite reservations to be sure that management is responsive to their needs.</p> | <p>All river users are encouraged to participate in this EIS process in the development of a river management plan that is responsive to the diverse group of users needs.</p> |
| <p>22. Limit powerboat size to 44 feet in length with no stacked decks. No party size limit will be imposed for day use.</p> | <p>This occurs in Alternatives B through F.</p> |

VALID RIVER CRAFT

Scenic Section:

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| <p>23. Monitor visitor perceptions of non- traditional craft and safety incidents, adjusting access if standards are exceeded.</p> | <p>The monitoring plan in Chapter II addresses the elements that would be monitored following implementation of a final decision.</p> |
| <p>24. Limit access to no more than 12 motorized personal watercraft each day.</p> | <p>Alternatives D and E provide for allowing two personal motorized watercraft per day within the scenic section.</p> |
| <p>25. Work with the powerboat association, personal watercraft associations, manufacturers and dealers to develop an education program for personal watercraft users, emphasizing safety, environmental and social considerations.</p> | <p>This occurs in Alternatives D and E.</p> |
| <p>26. Forest Service to work with manufacturers to reduce noise levels of all motorized craft.</p> | <p>These activities are ongoing outside the efforts of this EIS and are further addressed in Appendix D.</p> |
| <p>27. Limit powerboat length to 44 feet. Let the Coast Guard determine passenger limits.</p> | <p>This occurs in Alternatives B through G.</p> |

NORTHWEST POWERBOAT ASSOCIATION ALTERNATIVE (cont.)

Major Facets of Submitted Alternatives Forest Service Disposition

CAMPSITE COMPETITION

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| <p>28. (Listed as a management objective in the LAC proposal.) Vary the number of nights of occupancy in segments 2 & 3 (Wild Section) during the high use season from one night, where site availability is limited, to 4 nights where sites are numerous and in less demand. The Forest Service will establish a stay limit for each reserved site, adjusting these limits as they gain more experience with the reservation system.</p> | <p>This major facet is similar to the stay lengths established in Alternative E. Alternatives C, D, E, F and G provide provisions to adjust stay lengths at individual sites.</p> |
| <p>29. Limit occupancy in both segments to 14 days during the low use season.</p> | <p>This occurs in Alternative A and G.</p> |
| <p>30. Assure that float parties leaving from Hells Canyon Creek Launch site during the campsite reservation season have enough campsites available to them to meet their reasonable needs to get to Pittsburg landing. Campsites reserved for float use will reflect the real world situation of launches and trip schedules.</p> | <p>All the Alternatives, except Alternatives D, F, and G, provide provisions for varying levels of campsite reservations to fit the need of the diverse group of users.</p> |