3.07. Recreation and Visual Resources

Recreation

Introduction

Nearly all Tahoe National Forest (TNF) visitors use roads and trails that make up the National Forest Transportation System (NFTS) to reach their destination. Changing the NFTS alters the diversity of motorized and non-motorized opportunities on the Forest. Visitors may be participating in motorized recreation, or using motor vehicles to access trailheads, facilities, destinations, or geographic areas used for non-motorized recreational activities. This section of the EIS examines how recreation opportunities would be affected by the Proposed Action and alternatives and how alternatives are consistent with direction established in the Tahoe National Forest Land and Resource Management Plan (LRMP) as amended in 2007, the Sierra Nevada Forest Plan Amendment, and the Travel Management (TM) Rule.

Analysis Framework: Statute, Regulation, Forest Plan, and Other Direction

Regulatory direction relevant and specific to the each of the alternatives as it affects recreation resources includes:

National Forest Management Act (NFMA)

The NFMA sets forth requirements for development of Forest Plans. The Tahoe National Forest LRMP includes standards and guidelines for management of recreation including use of motor vehicles.

Sierra Nevada Forest Plan Amendment (SNFPA)

The SNFPA established the direction to prohibit motor vehicle travel off of designated routes, trails, and limited off-highway vehicle (OHV) use areas. Unless otherwise restricted by current forest plans or other specific area standards and guidelines or forest orders, cross country travel by over-snow vehicles would continue.

Travel Management Rule, Subpart B (36 CFR 212.50-57)

(Criteria that incorporated E.O. 11644 and E.O. 11989).

1. The responsible official shall consider the effects of designated roads, trails and areas on the provision of recreational opportunities, access needs, and conflicts among uses of National Forest System lands. 36 CFR 212.55 (a)
2. The responsible official shall consider effects on the following, with the objective of minimizing: conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring federal lands; conflicts among different classes of motor vehicle uses of National Forest System lands or neighboring federal lands; and the compatibility of motor vehicle uses with existing conditions in populated areas, taking into account sound, emissions, and other factors. 36 CFR 212.55 (b).

Tahoe National Forest LRMP

The LRMP provides goals for recreation management and requires a broad range of developed and dispersed recreation opportunities in balance with existing and future demand. For management purposes, combinations of activities, settings, and probable experience opportunities have been arranged along a spectrum, or continuum; this continuum is called the Recreation Opportunity Spectrum (ROS). The ROS is divided into six classes: primitive, semi-primitive non-motorized, semi-primitive motorized, roaded natural, rural and urban. Each class is defined in terms of its combination of activity, setting, and experience opportunities (ROS Users Guide USDA Forest Service, 1982). The intent is to use the ROS and its associated settings to provide recreation input into LRMPs which in turn may be incorporated into LRMP management prescriptions or used in project level planning beyond the programmatic planning used to develop the LRMP. For the purposes of travel management actions, "off-highway vehicles" is applied to public motor vehicle use (highway-legal and non-highway-legal). How the ROS applies to the LRMP depends on how (or if) it was integrated into the management prescriptions and associated standards and guidelines in the Forest LRMP. On the Tahoe National Forest, the ROS is integrated into management prescriptions and associated standards and guidelines in the LRMP to guide decisions and resource management activities.

The following Tahoe National Forest LRMP standards and guidelines are relevant to travel management:

- **Wheeled Vehicles and OHV Motorized Use -** Prohibit wheeled vehicle travel off of designated routes, trails, and limited off highway vehicle (OHV) use areas. Unless otherwise restricted by current forest plans or other specific area standards and guidelines, cross country travel by over-snow vehicles would continue.
- **OHV Motorized Use -** The final determination of designated routes will be made by a trail management plan to be completed within one year after the Forest Plan is approved.
  - Consider the following factors when addressing identified conflicts between non-motorized trail uses and motorized trail users (OHV): (1) Feasibility and capability of area to accept OHV use (minimal conflict with other resources or users), (2) Separation of the users is preferable, offering both types of users a satisfying recreational experience, (3) Historic use of the trail facility or area, (4) Safety of the users, (5) Protection of resources and trail improvements, (6) Cooperate with the California Department of Parks and Recreation to implement the Statewide Off Highway Motor Vehicle Recreational Trails Plan.
- **OHV - Trail Development -** Favor trail development over indiscriminate cross country use. Consider the following factors when developing trails; (1) Type of user, (2) Protection of the resource, (3) Safe access to point of interest or experience, (4) Enforcement and manageability, (5) Protection of private land integrity, and (6) Monitoring and evaluation capabilities.

In addition to the standards and guidelines listed above, each management area is assigned a ROS class or range of ROS classes to guide decisions and resource management activities. The Forest ROS map displays the ROS class assigned to Forest lands in the LRMP. This map was used to determine if

proposed additions to the NFTS, establishing "Open Areas," and reopening of Maintenance Level 1 roads would meet the ROS class allocated to the management area. See the LRMP for standards and guidelines specific to each management area (USDA Forest Service, 2007, as amended).

Effects Analysis Methodology

Impacts Relevant to Recreation Include:

- The compatibility of proposed changes to the NFTS with LRMP recreation and OHV management prescriptions and ROS.
- The impact of proposed changes to the NFTS on non-motorized (i.e., quiet) recreation (dust, noise, use conflicts).
- The amount and diversity of motorized recreation opportunity by alternative.
- The amount of motorized access to dispersed recreation by alternative.
- The impact of proposed changes to the NFTS on neighboring private and federal lands and wilderness areas (dust, noise, use conflicts).

Assumptions Specific to Recreation Analysis:

- The prohibition of cross country travel is not a change to ROS (semi-primitive motorized for example); it is simply a prohibition within that ROS "zone" to travel off of designated routes.
- The change from an open to cross country travel condition to a cross country travel prohibited condition will reduce the availability of acreage for both motorized recreation as well as motorized access to dispersed recreation activities.
- The change from an open to cross country travel condition to a cross country travel prohibited condition will increase the availability of acreage for non-motorized recreation as well as non-motorized access to dispersed recreation activities.
- Proposed additions to the NFTS will have a beneficial effect on motorized recreation opportunities by providing a variety of trail riding experiences and increasing the amount of developed motorized recreation opportunities (loops, connectors).
- Proposed changes and additions to the NFTS will have a beneficial effect on the amount of motorized access to dispersed recreation opportunities.
- The Forest's national visitor use monitoring (NVUM) report provides the best available information for both motorized and non-motorized recreation activities described in this analysis.
- Overall changes in the NFTS that require non-significant plan amendment(s) will result in corresponding changes in the net semi-primitive non-motorized ROS class acres available on the Forest.
- The area of influence (dust, noise) of motorized use on populated areas or "quiet recreation" opportunities is ½ mile from associated boundaries (e.g. wilderness, research natural area (RNA), property line, urban limit line).

- There has never been any use analysis of unauthorized routes and no data exists (traffic counts, etc). As a result it would be highly speculative to make assumptions of use levels on the unauthorized routes.

Data Sources:

- TNF LRMP for distribution of ROS classes as well as the ROS GIS data layer.
- The Forest's National Visitor Use Monitoring (NVUM) report for most popular non-motorized and motorized recreation activities.
- Recreation Facility Analysis for the Forest's recreation program niche.
- Recreation, law enforcement, and other resource staff observations.

Recreation Measurement Indicators

Measurement indicators are intended to address how each alternative as the sum total of its proposed actions conforms to the LRMP, addresses significant issues identified in scoping, and implements Subpart B of the TM Rule including: whether the motorized recreation opportunity has the potential to conflict with other recreation opportunities, specifically non-motorized opportunities; the proximity of motor vehicle use to populated areas or neighboring private and federal lands and wilderness areas; the quality of the motorized recreation experience; and the quality of motorized access to dispersed areas for both motorized and non-motorized uses. The indicators also respond to the amount of motorized access available on the unit. Conflicts with other resources (including air quality) are examined in other resource sections. Public safety is addressed in the transportation section.

Measurement indicators were used for analyzing: the prohibition of cross country travel, the addition of unauthorized roads or trails to the NFTS; the establishment of "Open Areas"; the changes to the NFTS by vehicle class, season of use, and reopening Maintenance Level 1 (ML 1) roads; and amendments to the Forest Plan. Mileage available for each class of vehicle is useful in analyzing the ability of Forest users to not only travel around the Forest and enjoy motorized recreation opportunities; but also to access non-motorized recreation opportunities such as trailheads and dispersed recreation sites for activities such as hunting, fishing and camping, which the forest has determined are important based on both NVUM data and public scoping for this project. Mileage for motorized recreation is an indicator of the number and types of experiences available for motorcycles, all-terrain vehicles (ATVs), and four-wheel drive vehicles (4WDs) in each alternative. The changes to motorized mileages can be used to interpret the level of change in opportunities for motorized and non-motorized users. The details of the proposed seasonal closure relate to both the months that motorized recreation will not be allowed to use designated roads, trails or areas and, conversely, the time of year that conflicts between motorized and non-motorized uses will be minimized. Also, the effect on non-motorized recreation activities that are accessed by native surface roads is considered. The number of acres located ½ mile away from roads, trails and boundaries is used to analyze the opportunity for non-motorized and "quiet" recreation on the Forest. The tables listed under each measurement indicator use mileage, acreage, and percentage to quantify the recreation opportunities for the effects analysis and are referred to throughout the analysis.

Measurement Indicator 1: Consistency with LRMP

Description: This measurement indicator looks at the impact of proposed changes to the NFTS. It uses the Tahoe National Forest LRMP in regard to the Recreation Opportunity Spectrum (ROS) and season of use.

Amendments to the LRMP: The number of required plan amendments by alternative in regard to both ROS and changes to the season of use is displayed in Table 3.07-1. No ROS plan amendments would be needed for any alternatives because all routes proposed for addition to the NFTS comply with the ROS class in the associated management area. No proposed route additions in the action alternatives would be located in primitive or semi-primitive non-motorized ROS classes. All proposed route additions would be located in semi-primitive motorized, roaded natural or rural ROS classes. The number of ROS acres in each class would remain the same in each alternative. However Alternatives 2, 5, and 6 would require a plan amendment because of a change in the season of use of Management Area 84 (Humbug Sailor) related to the lifting of the deer winter range seasonal restrictions (see Tables 3.07-1 and 6, and Measurement Indicator 3: Motorized recreation opportunity for more information).

ROS: The number of ROS acres are shown in each class by alternative in Table 3.07-2.

Table 3.07-1. Amendments to the Tahoe National Forest Land Resource Management Plan in regard to ROS, and Season of Use by alternative

	Amendments to the Tahoe NF LRMP						
	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6	Alt 7
ROS Amendments	0	0	0	0	0	0	0
Change in Season of Use Amendments	0	1	0	0	1	1	0

Table 3.07-2. ROS acres in each class for all alternatives

ROS Class	All Alternatives - Acreage	Percent of total Forest acres
Primitive	33,000	4%
Semi-Primitive Non-Motorized	48,975	6%
Semi-Primitive Motorized	89,994	11%
Roaded Natural/Rural [a,b]	664,122	79%
Total	**836,041**	**100%**

[a] Acres and percentage for both Roaded Natural and Rural ROS were combined into a single category.

[b] No Urban ROS designations have been made on the TNF.

Measurement Indicator 2: Non-motorized recreation opportunity

Description: This measurement indicator looks at the impact of proposed changes to the NFTS on non-motorized recreation (dust, noise, use conflicts). It also addresses the "quiet recreation" issue.

Method: The number of acres within ½ mile of an area where motorized use is allowed (designated roads, trails and areas in the NFTS in miles that would result under each alternative). This method was determined through a literature review of sound studies and reports (Martin, et al. 2005, Ouren, et al.

2007, and Turina, et al. 2006.) Areas where motorized use is allowed (proposed or designated roads, trails and areas) were buffered by a distance of ½ mile. Areas outside of this buffer would be considered available for quiet recreation and non-motorized activities without the potential for use conflicts with motorized vehicles. Table 3.07-3 displays the number of acres within the ½ mile buffer or the acres affected by motorized use.

Table 3.07-3. Acreage within ½ mile of routes proposed for public use under each alternative as a measurement indicator of acreage affected by motorized use where quiet recreation and non-motorized activities may have potential use conflicts with motorized vehicles

	Alternative 1		Alternative 2		Alternative 3		Alternative 4		Alternative 5		Alternative 6		Alternative 7	
	Acres and % of Total Forest Acreage		Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%
Route Additions only	**38,869**[a]	**4.6**[a]	2,840	0.3	0	0	801	0.1	3,083	0.4	1,658	0.2	2,553	0.3
Reopening ML 1 roads	**0**	**0**	0	0	0	0	0	0	3,626	0.4	97	0.0	90	0.0
All motorized routes traveling through the Forest [b]	**733,316**[a]	**87.7**	697,281	83.4	694,447	83.1	695,242	83.2	701,062	83.9	696,193	83.3	697,078	83.4
Percent of Forest more than ½ mile from any public motorized use		**12.3**		16.6		16.9		16.8		16.1		16.7		16.6

[a] Alternative 1 proposes no unauthorized route additions, however cross country motorized travel would continue. Attempting to quantify where cross country motorized travel occurs is speculative since it is impossible to predict exactly where, when, or how cross country motorized use would occur. For consistency in comparing alternatives, the inventoried unauthorized OHV routes were used to determine the area potentially affected by cross country motorized use. The inventoried unauthorized routes are not proposed as additions under Alternative 1, but were used to display the minimum acreage affected by cross country motorized travel.

[b] Analysis of "All motorized routes traveling through the Forest" for Alternative 1 included the inventoried unauthorized OHV routes, existing NFTS, adjacent national forest roads, and state, county, and private roads. Analysis of "All motorized routes traveling through the Forest" for the remaining alternatives included proposed route and area additions, existing NFTS, adjacent national forest roads, and state, county, and private roads.

Totals may include slight errors due to rounding.

Measurement Indicator 3: Motorized recreation opportunity

Description: This measurement indicator looks at the impacts of proposed additions and changes to the NFTS to motorized recreation opportunities by alternative.

Roads: The number of miles available by vehicle class and the season of use are shown in Table 3.07-4. Table 3.07-5 shows road mileage by change of vehicle class resulting from a change in the maintenance level (ML) or mixed use. Table 3.07-6 shows the change in miles due to a change in the season of use on the existing NFTS.

Trails: The number of miles available by vehicle class and season of use is shown in Table 3.07-7.

Quality of Trail Experience: The number of miles by vehicle class and degree of difficulty is shown in Table 3.07-8.

Areas: The number of acres in "Open Areas" by vehicle class and season of use is shown in Table 3.07-9.

Table 3.07-4. NFTS road mileage open to the public by alternative (class of vehicle and season of use)

Class of Vehicle	Season of Use	Additional NFTS motorized opportunities (in miles)						
		Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6	Alt 7
Roads Added to the NFTS Open to All Vehicles	Apr 1 to Dec. 31	0.0	0.2	0.0	0.0	0.0	5.5	0.0
	May 1 to Dec 31	0.0	0.7	0.0	3.5	4.7	7.5	0.0
	May 1 to Nov 1	0.0	0.2	0.0	0.2	0.3	0.0	0.0
	May 1 to Sep 15	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	All Year	0.0	3.7	0.0	0.0	0.0	0.0	0.0
Subtotal Additions to NFTS		**0.0**	**5.0**	**0.0**	**3.7**	**5.0**	**13.1**	**0.0**
ML 1 Roads Reopened to All Vehicles	Apr 1 to Dec. 31	0.0	0.0	0.0	0.0	0.3	2.2	0.0
	May 1 to Dec 31	0.0	0.0	0.0	0.0	70.3	0.6	0.0
	May 1 to Nov 1	0.0	0.0	0.0	0.0	8.7	0.0	0.0
	All Year	0.0	0.0	0.0	0.0	0.0	0.0	0.9
Subtotal ML 1 Reopened		**0.0**	**0.0**	**0.0**	**0.0**	**79.3**	**2.7**	**0.9**
Total Mileage – proposed route additions and closed NFTS roads proposed as open		**0.0**	**5.0**	**0.0**	**3.7**	**84.3**	**15.8**	**0.9**
Total Motorized Mileage in each Alternative[a]		**2,067.6**	**2,072.6**	**2,067.6**	**2,071.3**	**2,152.0**	**2,083.4**	**2,068.5**

[a] Total Motorized Mileage in each alternative includes proposed additions to the NFTS, ML 1 reopenings, and NFTS operational maintenance levels (ML) 2-5.

Totals may include slight errors due to rounding.

Table 3.07-5. NFTS road mileage open to the public forestwide – total mileage of proposed mixed use by alternative (class of vehicle and season of use). Mixed use would occur on existing NFTS roads. Existing NFTS roads where mixed use is proposed or currently allowed would be available for use by all vehicle classes listed in Table 3.07-4

Class of Vehicle	Season of Use	NFTS Mileage Proposed for Mixed Use						
		Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6	Alt 7
Change in Class of Vehicles resulting from approval of mixed use [a]	Apr 1 to Sep 15	0.0	5.2	0.0	0.0	5.2	0.0	0.0
	Apr 1 to Dec 1	0.0	54.2	0.0	0.0	54.2	4.4	0.0
	May 1 to Dec 31	0.0	45.2	0.0	0.0	45.2	1.2	0.0
	May 1 to Nov 1	0.0	4.1	0.0	0.0	4.1	2.9	0.0
	Open to All Vehicles Sep 22 to Nov 4, Highway legal vehicles only Nov 5 to Sep 21	0.0	0.0	0.0	0.0	0.0	74.2	0.0
	Open to Highway legal vehicles only May 1 to Sep 21, All Vehicles Sep 22 to Nov 4, Highway legal vehicles only Nov 5 to Dec 31	0.0	0.0	0.0	0.0	0.0	43.3	0.0
	All Year	0.0	132.8	0.0	0.0	132.8	4.8	0.0
	Subtotal	**0.0**	**241.5**	**0.0**	**0.0**	**241.5**	**130.8**	**0.0**
Change in Class of Vehicles resulting from changes in maintenance levels	Apr 1 to Dec 1	0.0	2.5	0.0	0.0	2.5	39.7	0.0
	Apr 1 to Sep 15	0.0	0.0	0.0	0.0	0.0	5.2	0.0
	May 1 to Nov 1	0.0	1.4	0.0	0.0	1.4	1.4	0.0
	May 1 to Dec 31	0.0	75.9	0.0	3.4	153.3	75.6	0.0
	All Year	0.0	77.4	0.0	0.0	0.0	0.0	3.4
	Subtotal	**0.0**	**157.2**	**0.0**	**3.4**	**157.2**	**121.9**	**3.4**
Total Motorized Mileage available for mixed use in Alternative [b]		**0.0**	**398.7**	**0.0**	**3.4**	**398.7**	**252.7**	**3.4**

[a] Mileage proposed for mixed use where such use is currently prohibited

[b] Determined by adding the proposed mixed use mileage and mileage currently available for mixed use (Operational ML 2 on existing NFTS).

Totals may include slight errors due to rounding.

Table 3.07-6. Miles of NFTS routes with a proposed change in the season of use by alternative

Action type	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6	Alt 7
Change in Season of Use [a]	0.0	10.5	0.0	1,312.1	1,396.7	1,369.5	0.0

[a] Change may be positive or negative, depending upon alternative

Table 3.07-7. NFTS Trail mileages open to the public forestwide by alternative

Action type	Class of Vehicle	Season of Use	Mileage Proposed to be Added to NFTS						
			Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6	Alt 7
Motorize Trail Additions to the NFTS	Trails Open to High-Clearance 4WD	Apr 1 to Dec 31	0.0	0.0	0.0	0.0	1.1	10.6	0.0
		May 1 to Dec 31	0.0	8.4	0.0	5.5	43.5	12.0	7.5
		May 1 to Sep 15	0.0	0.0	0.0	0.0	0.1	0.0	0.0
		All Year	0.0	15.9	0.0	0.0	0.0	0.0	9.4
	Trails Open to ATVs & Motorcycles	Apr 1 to Dec 31	0.0	0.0	0.0	0.0	0.0	3.8	0.0
		May 1 to Dec 31	0.0	0.9	0.0	2.9	4.7	0.9	0.0
		All Year	0.0	3.4	0.0	0.0	0.0	0.0	3.4
	Trails Open to Motorcycles	Apr 1 to Dec 31	0.0	0.0	0.0	1.1	12.3	11.1	0.0
		May 1 to Dec 31	0.0	9.9	0.0	13.0	13.7	9.9	6.5
		All Year	0.0	16.0	0.0	0.0	0.0	0.0	9.8
	Subtotal Additions to NFTS		**0.0**	**54.5**	**0.0**	**22.5**	**75.4**	**48.3**	**36.6**
Reopening ML 1 Roads to motorized trail use	Trails Open to ATVs & Motorcycles	Apr 1 to Dec 31	0.0	0.0	0.0	0.0	0.0	8.5	0.0
		May 1 to Dec 31	0.0	0.0	0.0	0.0	13.9	0.0	0.0
	Trails Open to Motorcycles	Apr 1 to Dec 31	0.0	0.0	0.0	0.1	0.1	0.1	0.0
		All Year	0.0	0.0	0.0	0.0	0.0	0.0	0.1
	Subtotal ML 1 Reopened		**0.0**	**0.0**	**0.0**	**0.1**	**14.0**	**8.6**	**0.1**
Total Additions to the NFTS			**0.0**	**54.5**	**0.0**	**22.6**	**89.4**	**56.9**	**36.7**
Total Trail Mileage Available			**328.2**	**382.7**	**328.2**	**350.9**	**417.6**	**385.1**	**365.0**

Totals may include slight errors due to rounding.

Table 3.07-8. NFTS Trail mileages open for public use forestwide by alternative by degree of difficulty

Class of Vehicle	Action type	Degree of Difficulty	Mileage Proposed to be Added to NFTS						
			Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6	Alt 7
Trails Open to High-clearance 4WD	Trail Additions to the NFTS	Easy	0.0	8.1	0.0	2.8	19.0	5.5	5.0
		Moderate		13.3		2.3	22.2	14.4	9.6
		Difficult		1.5		0.3	2.1	1.5	1.3
		Ext. Difficult		1.3		0.1	1.3	1.2	0.9
High-clearance 4WD Additions to NFTS			**0.0**	**24.3**	**0.0**	**5.6**	**44.7**	**22.5**	**16.9**
Trails Open to ATVs & Motorcycles	Trail Additions to the NFTS	Easy	0.0	4.4	0.0	2.9	4.8	4.8	3.4
		Moderate		0.0		0.0	0.0	0.0	0.0
		Difficult		0.0		0.0	0.0	0.0	0.0
		Ext. Difficult		0.0		0.0	0.0	0.0	0.0
	Reopening ML 1 Roads to motorized trail use	Easy	0.0	0.0	0.0	0.0	13.9	8.5	0.0
		Moderate					0.0	0.0	
		Difficult					0.0	0.0	
		Ext. Difficult					0.0	0.0	
ATV and Motorcycle Additions to NFTS			**0.0**	**4.4**	**0.0**	**2.9**	**18.7**	**13.3**	**3.4**
Trails Open to Motorcycles	Trail Additions to the NFTS	Easy	0.0	4.8	0.0	1.1	4.8	3.8	1.0
		Moderate		18.8		13.0	18.8	17.1	13.0
		Difficult		0.0		0.0	0.0	0.0	0.0
		Ext. Difficult		2.4		0.0	2.4	0.0	2.4
	Reopening ML1 Roads to motorized trail use	Easy	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Moderate				0.1	0.1	0.1	0.1
		Difficult				0.0	0.0	0.0	0.0
		Ext. Difficult				0.0	0.0	0.0	0.0
Motorcycle Additions to NFTS			**0.0**	**25.9**	**0.0**	**14.2**	**26.1**	**21.0**	**16.5**
Total Additions to the NFTS			**0.0**	**54.6**	**0.0**	**22.7**	**89.5**	**56.8**	**36.8**

Totals may include slight errors due to rounding.

Table 3.07-9. "Open Area" acreage forestwide by alternative by vehicle class

Vehicle Class	Season of Use	Acreage Proposed to be Added to NFTS						
		Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6	Alt 7
Total Open to All Vehicles	**All year**	**754,066**	**2,649**	**0**	**0**	**0**	**0**	**0**
Total Open to Highway-legal Use	**All year**	**754,066**	**2,649**	**0**	**0**	**0**	**0**	**0**
	May 1 – December 31	**0**	**0**	**0**	**0**	**0**	**244**	**0**
Total Acreage in Alternative		**754,066**[a]	**2,649**	**0**	**0**	**0**	**244**	**0**

[a] "Open Area" acreage under Alternative 1 is open to both highway-legal and non-highway-legal use.

Measurement Indicator 4: Type of motorized access to dispersed recreation

Description: This measurement indicator looks at the impact of proposed changes to the NFTS to motorized access to dispersed recreation opportunities by alternative.

Quality of Road/Trail/Dispersed Recreation Experience: The number of proposed facilities (proposed road and trail additions and reopened ML 1 roads) that provide access to dispersed recreation sites were used for this indicator and is used to determine the number of dispersed sites accessed. One site per proposed road addition or reopened ML 1 road was used as a proxy. However, in some instances multiple sites are accessed via a single route addition.

The Tahoe NF has identified proposed road and trail additions that provide access to dispersed camping sites in each alternative. The number of dispersed recreation sites shown in Table 3.07-10 below represents the minimum number of dispersed recreation sites potentially accessed in each alternative.

Table 3.07-10. Number of dispersed recreation sites accessed by routes proposed for addition to the NFTS, or ML 1 roads reopened to motorized use under each alternative

Action type	Class of Vehicle	Number of Dispersed Sites Accessed						
		Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6	Alt 7
Additions to the NFTS	Roads Open to All Vehicles	N/A[a]	114	0	85	112	346	0
	Trails Open to High-Clearance 4WD	N/A[a]	62	0	18	64	80	23
	Trails Open to ATVs & Motorcycles	N/A[a]	2	0	1	2	2	2
	Trails Open to Motorcycles	N/A[a]	4	0	3	5	4	2
Reopening ML 1 roads to motorized use as roads or trails	Roads Open to All Vehicles	N/A[a]	0	0	0	3	3	1
	Trails Open to ATVs & Motorcycles	N/A[a]	0	0	0	1	1	0
	Trails Open to Motorcycles	N/A[a]	0	0	0	1	1	1
Total Sites Accessed in Alternative		**N/A[a]**	**182**	**0**	**107**	**188**	**437**	**29**

[a] Under Alternative 1, access to dispersed recreation sites would continue. The number of sites accessed is difficult to determine. With continued cross country motorized travel under Alternative 1, access to dispersed recreation sites would be available on lands open to cross country motorized travel. See Table 3.07-7 for "Open Area" acreage available under Alternative 1.

Measurement Indicator 5: Impact of proposed changes to the NFTS on neighboring private and federal lands (dust, noise, use conflicts)

Description: This measurement indicator looks at the impact of proposed changes to the NFTS on neighboring private and federal lands (dust, noise, use conflicts) by alternative.

Method: Table 3.07-11 shows the number of miles of routes proposed for addition to the NFTS and ML 1 roads proposed for reopening within ½ mile of populated areas, neighboring federal land boundaries, wilderness boundaries, and private land boundaries. These miles act as a surrogate to indicate possible conflict between NFTS users and other land owners may occur by alternative. This method was determined through a literature review of sound studies and reports (Martin, et al. 2005, Ouren, et al. 2007, and Turina, et al. 2006).

Table 3.07-11. Number of miles of routes proposed for addition to the NFTS under each alternative within ½ mile of neighboring private and federal lands (includes roads and trails)

	Mileage Proposed to be Added to the NFTS						
	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6	Alt 7
Route Additions to the NFTS	0.0	33.7	0.0	13.8	43.6	36.8	19.1
Reopening ML 1 Roads to motorized use	0.0	0.0	0.0	0.0	19.7	1.7	0.0
Route Addition Subtotal	**0.0**	**33.7**	**0.0**	**13.8**	**63.3**	**38.5**	**19.1**
Total Mileage in Alternative – including NFTS	**2,317.0[a]**	**1,418.0**	**1,384.0**	**1,398.0**	**1,447.0**	**1,422.0**	**1,403.0**
Percent Change	0%	2%	0%	1%	4%	3%	1%

[a] For Alternative 1, Total Mileage in alternative includes the existing NFTS and the inventoried unauthorized OHV routes within ½ mile of neighboring private and federal lands and wilderness.

Totals may include slight errors due to rounding.

Recreation: Affected Environment

The Tahoe National Forest (TNF) is strategically located between the greater metropolitan areas of Sacramento and Reno linked by Interstate 80. The Forest is less than an hour drive from both cities and the San Francisco Bay Area is about a three-hour drive. The Forest offers high mountain scenery, attractive reservoirs and lakes, beautiful river canyons, and a wide range of campgrounds and trails for Forest visitors.

The combination of proximity to urban areas and attractive recreation opportunities results in high visitation levels. Over the years the TNF has ranked nationally in the top twenty of total Forest visitors. Based on the National Visitor Use Monitoring results, the TNF received an estimated 1,791,300 visits in 2005. Based on this survey, approximately 40 percent of visitors are primarily focused on winter sports, another 25 percent come to hike/walk or fish, and the remaining 35 percent is split between motorized and non-motorized activities (see Tables 3.07-12 and 13).

Recreational Experiences

The Forest offers a diverse range of motorized and non-motorized recreational experiences throughout the year. Motorized recreation involves the use of highway-licensed passenger cars, sport utility vehicles (SUVs), dual-sport motorcycles, off-highway vehicles (OHVs), four-wheel-drive-vehicles (4WDs), all-terrain vehicles (ATVs), dirt bikes, snowmobiles, and motorized boats. Non-motorized recreational activities include hiking, fishing, bicycling, cross country skiing, camping, swimming, horseback riding, hunting, snowshoeing, and backpacking (USDA Forest Service, 2005). Motorized access is the primary form of access to non-motorized recreation activity destinations on the Forest.

The Tahoe NF consists of about 836,000 acres available for public use. Approximately 82,000 acres, or about 10 percent of the Forest, is currently closed to motor vehicle use. Areas closed to motor vehicle use include: research natural areas, Granite Chief Wilderness, the North Fork American River Canyon, an Experimental Forest, the Grouse Ridge Vehicle closure area, and portions of Inventoried Roadless Areas.

Available lands outside of the management areas listed above results in about 733,316 acres of land currently open for cross country motorized travel.

Developed recreation facilities attract a large number of the motorized recreation users. The Forest provides 77 family campgrounds, 12 group campgrounds, 20 picnic grounds, 35 trailheads (this includes OHV trailheads), 16 boating sites, 158 recreation residences, 8 organization camps, and 4 resorts. All of these facilities can support general motor vehicle use and are used as a base for both motorized and non-motorized activities.

Dispersed recreation is outdoor recreation occurring over broad expanses of land or water and accounts for the majority of Forest recreation use. Dispersed recreation opportunities, especially dispersed camping opportunities, are highly valued by Forest visitors. Some dispersed sites have been used by several generations of visitors. Additionally, some dispersed recreation sites have a uniquely identifiable sense of place with vistas and scenery viewing opportunities.

Trails

The existing Forest trail system provides both the trail experience and access to additional dispersed recreational activities. Overall, the Forest trail system is 763 miles in length. That includes 329 miles of motorized trail, broken down by 169 miles for motorcycles only, 26 miles for motorcycles and ATVs, and 134 miles of high clearance 4WD trails for Class II vehicles, ATVs, and motorcycles. The non-motorized trail system includes 434 total miles, with 289 designated for pedestrians, equestrians, and mountain bikes, while an additional 145 has been designated for hikers and equestrians only.

The Forest trail system includes a number of notable segments and areas. For hikers and equestrians, the Pacific Crest Trail follows the Sierra Crest through the middle of the Forest. The non-motorized South Yuba National Recreation Trail follows the South Fork of the Yuba River. The Western States Trail is not only home to the famous Western States 100 run and the 100-mile Tevis Cup equestrian race, but portions provide for challenging motorcycle riding. The Fordyce 4WD trail provides some of the most challenging four-wheeling in the Sierra. Sugar Pine is the closest OHV opportunity for residents in the Sacramento metropolitan area on the TNF. Sugar Pine provides a substantial and diverse trail system for motorcycles and a more limited, moderate opportunity for ATV riders. The Truckee area motorized trails provide a flatter, more open vegetation experience largely for motorcycles and 4WD operators. The Burlington Ridge motorcycle trail system provides a moderate amount of tight singletrack trails winding through the trees, especially popular with local riders. The northern portion of the Yuba River Ranger District provides a difficult/extremely difficult singletrack motorcycle riding network in a remote, high-elevation setting, a rare opportunity in northern California. The Gold Valley area provides some moderate difficulty 4WD and motorcycle opportunities in a remote setting, and includes some excellent dispersed camping opportunities.

Table 3.07-12. Tahoe NF visitor activity participation as reported in NVUM result (2005)

Activity	Percent Participating	Percent as Main Activity
Viewing Natural Features	53.6	5.6
Relaxing	36.6	3.3
Hiking / Walking	32.4	14.6
Downhill Skiing	32.4	29.3
Viewing Wildlife	36.3	0.3
Driving for Pleasure	15.9	2.8
Other Non-motorized	11.1	3.9
Fishing	15.3	10.7
Developed Camping	5.6	1.1
OHV Use	3.9	1.5
Primitive Camping	1.6	0.6
Nature Study	3.7	0.1
Hunting	2.2	1.5
Gathering Forest Products	1.5	0.1
Non-motorized Water	3.1	1.6
Motorized Water Activities	6.2	1.8
Picnicking	9.3	0.6
Cross country Skiing	5.0	3.4
Bicycling	7.7	5.8
Visiting Historic Sites	4.9	0.2
Backpacking	0.7	0.4
Resort Use	1.6	0.2
Snowmobiling	7.6	6.7
Other Motorized Activity	3.3	1.5
Horseback Riding	0.2	0.1
Nature Center Activities	1.9	0.0
Sightseeing	0.0	0.0
No Activity Reported	2.5	2.3
	Total	**100.0**

Totals may include slight errors due to rounding

Travelways

The Yuba Donner National Forest Scenic Byway (YDSB) is a 170-mile motorized loop through three TNF ranger districts. This byway includes California State Highways 49, 89, and 20, Interstate 80, and a portion of old Highway 40 over Donner Pass. On the American River District, the Mosquito Ridge/Foresthill Drive loop showcases the same rich diversity of geology, history, plants, wildlife and rural communities found along the travelways of the rest of the Forest.

Based on the NVUM, there were 1,791,300 visits to NFS lands on the TNF during fiscal year 2005. This would mean that 284,817 visitors spent some time driving for pleasure, 69,861 used off-highway vehicles during their visit, and the primary activity for 26,686 visitors was off-highway vehicle use. Based on the 2005 year visits, when primary motorized uses are combined (including OHV use, driving for pleasure and other motorized activities), approximate visitor numbers equal 103,772. When primary non-motorized uses are combined, (including backpacking, fishing, hiking/walking, horseback riding,

bicycling and other non-motorized activities), approximate visitor numbers equal 635,462 (Table 3.07-13). Visitors seeking a quiet, non-motorized experience often utilize motorized vehicles to access trailheads, facilities, destinations, or geographic areas for non-motorized recreational activities.

Table 3.07-13. Approximate Tahoe NF visitors by type of main activity as reported in NVUM results (2005)

Type of Use	NVUM Categories	Percent as Main Activity	Approximate Visitors in 2005
Camping	Developed Camping Primitive Camping	1.7	30,022
Hunting	Hunting	1.5	26,686
Motorized Uses	OHV use Driving for Pleasure Other Motorized Activity	5.8	103,772
Non-motorized Uses	Backpacking Fishing Hiking/Walking Horseback Riding Bicycling Other Non-Motorized Activities	35.5	635,462
Other Activities	Resort Use Picnicking Viewing Natural Features Visiting Historic Sites Nature Center Activities Nature Study Relaxing Gathering Forest Products Viewing Wildlife	10.4	185,136
Water Sports	Motorized Water Activities Non-motorized Water	3.4	61,712
Winter Sports	Downhill Skiing; Cross country Skiing; Snowmobiling	39.4	707,179

Totals may include slight errors due to rounding

Recreation: Environmental Consequences

Considerations for all alternatives

This section discloses the environmental effects of each of the alternatives on recreation on the Forest. This analysis is focused on the effects of five management actions: (1) the prohibition of cross country motorized travel, (2) additions of unauthorized routes to the National Forest Transportation System (NFTS), (3) Establishment of motorized "Open Areas," (4) changes to the existing NFTS, and (5) Amendments to the Forest Plan. These 5 management actions have indicators used to compare alternatives. The indicators were previously listed in the Recreation Measurement Indicators section under the Effects Analysis Methodology. Nearly all forest visitors, regardless of the purpose for their visit, use the motorized transportation system to reach their destination. Changes to traditionally accepted

Forest uses, such as cross country motorized travel, alters the diversity of motorized and non-motorized opportunities on the Forest.

Short-term timeframe: 1 year

Long-term timeframe: 20 years.

Spatial boundary: The Forest boundary of 836,000 acres is the unit of spatial analysis.

Rationale: The effects measurement indicators are based on NFMA and Travel Management Rule requirements as well as significant issues raised during internal and public scoping.

Direct and Indirect Effects

Alternative 1 – No Action

Under the No Action Alternative, the existing condition as described in the affected environment section would continue. The Travel Management Rule would not be implemented, and a motor vehicle use map would not be produced. Motor vehicle travel by the public would not be limited to designated routes. Unauthorized routes would continue to proliferate and have no status or authorization as NFTS facilities.

Prohibition of cross country wheeled motorized vehicle travel. Alternative 1 would not prohibit cross country motorized vehicle travel. Most of the cross country travel occurs on open terrain or on non-system routes and may appear to be rough roads, old trails, or old singletrack trails. It is anticipated that cross country motorized travel would continue, and probably increase throughout the Forest. This would occur immediately adjacent to known popular motorized areas, especially in areas of gentler terrain. Although consistent with LRMP guidance for ROS, cross country motorized travel may affect ROS class settings in the short and long term. Motorized use could inadvertently spread to non-motorized areas, changing areas with non-motorized ROS class settings, such as semi-primitive non-motorized, to ROS classes with motorized settings such as semi-primitive motorized, roaded natural, or rural (refer to Table 3.07-2).

The short-term and long-term effects of cross country motorized travel include the increased potential for conflicts with users seeking a “quiet” recreation experience, as well as increasing dust and noise on neighboring private and federal lands. Under Alternative 1, at least 4.6 percent of the Forest (area of potential effects) would be affected by the dust, odors, and noise typically associated with the motorized use of the inventoried unauthorized routes and cross country motorized travel (refer to Table 3.07-3). In the long term, visitors seeking a “quiet” recreation experience would likely be displaced to the Granite Chief Wilderness, other currently designated non-motorized areas (e.g. Grouse Ridge), or higher elevations of the Forest where steep topography naturally restricts cross country motorized travel. For the impacts of motorized use on Inventoried Roadless Area qualities, see the Inventoried Roadless Areas and Special Areas (Section 3.09) of the document.

Dispersed recreation is defined as outdoor recreation occurring over broad expanses of land or water and accounts for the majority of Forest recreation use. Access to dispersed recreation sites occurs on both the existing NFTS and unauthorized motorized routes. In Alternative 1, in both the short and long term, no change in motorized access to dispersed recreation activities would occur.

Under the No Action Alternative, motorized recreation opportunities on about 1,698 miles of unauthorized and/or closed routes would continue, and about 733,316 acres would continue to allow for unrestricted cross country motorized travel. The "Open Area" acreage and unauthorized motorized routes would not experience any changes or use restrictions. No net change in motorized recreation opportunities would occur, and as a result there would be no short or long term direct or indirect effects from any proposed new actions to motorized recreation opportunities.

Indicators referenced:

- **Measurement Indicator 1**: Consistency with LRMP
- **Measurement Indicator 2**: Non-motorized recreation opportunity
- **Measurement Indicator 3**: Motorized recreation opportunity
- **Measurement Indicator 4**: Type of motorized access to dispersed recreation
- **Measurement Indicator 5**: Impact of proposed changes to the NFTS on neighboring private and federal lands (dust, noise, use conflicts).

Adding facilities (presently unauthorized roads and trails) to the NFTS. No additions to the existing NFTS would be made under Alternative 1. No direct or indirect effects would result, as no change would be made from the current management situation.

Indicators referenced:

- **Measurement Indicator 3**: Motorized recreation opportunity

Establish motorized "Open Areas." No changes to the NFTS in regards to the establishment of motorized "Open Areas" would be made under this alternative. No direct or indirect effects would result, as no change would be made from the current management situation.

Indicators referenced:

- **Measurement Indicator 3**: Motorized recreation opportunity

Changes to the existing NFTS [changing the vehicle class, season of use, and reopening ML 1 roads]. No changes to the NFTS in regard to mixed use, maintenance level, or season of use would be made under this alternative. No Maintenance Level 1 (ML 1) roads are proposed to be reopened under Alternative 1, and no associated motorized access to dispersed recreation sites would be designated under this alternative (see Table 3.07-10). No direct or indirect effects would result, as no change would be made from the current management situation.

Indicators referenced:

- **Measurement Indicator 3**: Motorized recreation opportunity
- **Measurement Indicator 4**: Type of motorized access to dispersed recreation

Amending the Forest Plan. No changes to the Forest Plan would be made under this alternative. No direct or indirect effects would result, as no change would be made from the current management situation.

Indicators referenced:

- **Measurement Indicator 1**: Consistency with LRMP

Alternative 2 – Increased Motorized Recreation and Access Opportunities

Alternative 2 responds to the issue raised by the public during scoping of insufficient public motorized opportunities and motorized access for dispersed recreation in the Proposed Action. This alternative prohibits cross country travel, adds about 5 miles of road and 55 miles of motorized trail to the NFTS, establishes 2,649 acres (3 large reservoir areas and 1 play area) as motorized "Open Areas," allows 399 miles of mixed use, makes minor changes to route seasons of use, provides for motorized access to 182 dispersed sites, and makes one amendment to the Forest Plan.

Prohibition of cross country wheeled motorized vehicle travel. Under Alternative 2, cross country motorized vehicle travel would be prohibited. The prohibition of wheeled motor vehicle use off the NFTS would have a beneficial effect on non-motorized recreation opportunities and would reduce negative impacts to populated areas and neighboring lands of various ownerships in the short and long terms by reducing noise, dust and physical presence of motorized vehicles. Prohibiting cross country motorized travel would also curtail on-going negative effects to visitors and NFS lands from motorized vehicles such as noise, dust and physical presence in the short and long terms.

Compared to Alternative 1, prohibiting cross country motorized vehicle travel in Alternative 2 would result in a net loss of acreage available for motorized recreation. This prohibition of cross country travel will concentrate motorized use on designated roads and trails. The concentration of use resulting from prohibiting cross country travel in the action alternatives will outweigh any similar effects produced by differences between the action alternatives. This concentration of use is expected to increase the density of riders/drivers per mile of route, potentially changing the motorized experience on the Tahoe National Forest. Most OHV enthusiasts are expected to continue to return to the areas they currently visit, but will alter their expectations (and riding styles) to account for the increased density. Rider/driver adjustments may include changing the time or day of visit, adapting a more defensive riding style (slower speeds, more attentive to oncoming traffic), and improved riding etiquette (use of hand signals). A small percentage of users may be displaced to different areas on the TNF, or adjacent riding areas. The cross country prohibition would also reduce motorized access to dispersed recreation activities. However, this alternative establishes the greatest number of "Open Area" of any alternative (see "Open Area" effects below). Although motorized recreation opportunities on NFS lands would be greatly reduced, other motorized recreation opportunities would be available and the miles of NFTS would be increased.

Indicators referenced:

- **Measurement Indicator 2**: Non-motorized recreation opportunity
- **Measurement Indicator 3**: Motorized recreation opportunity
- **Measurement Indicator 4**: Type of motorized access to dispersed recreation
- **Measurement Indicator 5**: Impact of proposed changes to the NFTS on neighboring private and federal lands (dust, noise, use conflicts).

Adding facilities (presently unauthorized roads and trails) to the NFTS. Adding unauthorized roads and trails may negatively affect (short and long term) non-motorized opportunities due to an increase in noise, dust, physical presence, possible use conflicts and displacement. Under Alternative 2, an additional 0.3 percent of the Forest would be affected by the dust, odors, and noise typically associated with the proposed route and area additions. Alternative 2 would also include two road additions that would cross the non-motorized Pacific Crest Trail, requiring the installation of vehicle barriers to prevent motorized use on the PCT. When compared to the other alternatives, the proposed route additions under this alternative would tie for the fourth highest impact on the Forest's "quiet" recreation opportunities (see Table 3.07-3). Alternative 2 proposes 33.7 miles of road and trail additions within ½ mile of neighboring lands, potentially having the fourth greatest noise, dust, and physical presence impacts on neighboring private and federal lands when compared to the other alternatives (see Table 3.07-11). Motorized roads, trails, and areas would be administratively defined and published on a motor vehicle use map (MVUM). Recreationists would be able to better plan recreational pursuits based on an individual's unique expectations. As a result, the frequency of user conflicts between non-motorized and motorized recreation users would likely decrease in the short and long terms.

Alternative 2 would provide the third highest amount of both road (5.0 miles) and motorized trail (54.6 miles) additions to the NFTS, presenting a beneficial effect on motorized recreation opportunities for a diversity of vehicle classes and access to dispersed recreation. Most (3.7 miles) of the road additions would be Open to All Vehicles year-round, or until snow prohibits access. The remaining 1.1 miles would be spread over three seasons varying from seven to nine months in length based on LRMP designations for the areas where these roads are added (see Table 3.07-4). A majority (35.3 miles) of the motorized trail additions would be open year-round, with 15.9 miles open to high-clearance 4WD, 3.4 miles open to ATVs and motorcycles, and 16.0 miles open to motorcycles. The remaining 19.2 miles would be open from May 1 to December 31 with 8.4 miles open to high-clearance 4WD, 0.9 miles open to ATVs and motorcycles, and 9.9 miles open to motorcycles (see Table 3.07-7).

Adding presently unauthorized roads and trails to the NFTS would have a beneficial effect on motorized opportunities by providing additional miles of recreation opportunities. The proposed trail additions in Alternative 2 contribute to a variety of experiences with easy-to-extremely difficult riding/driving experiences, especially for 4WD and motorcycle operators (see Table 3.07-8). The proposed route additions also contribute to the continuity of the motor-touring opportunities by reducing dead-end routes, increasing loop and connector opportunities, and providing access to a diversity of dispersed recreation activities, providing beneficial effects to motorized recreation opportunities. The season of use restrictions on proposed road and trail additions may have a negative effect in the short and long terms to motorized opportunities by reducing mileage of motorized opportunity during the closure and a beneficial effect to non-motorized opportunities by increasing the acreage available for non-motorized activities during the closure. As shown in Table 3.07-10, Alternative 2 provides motorized access to a total of 182 dispersed recreation sites, providing a beneficial effect to motorized recreation opportunities. Alternative 2 provides the fourth most motorized access to dispersed recreation sites when compared to the other alternatives.

Indicators referenced:

- **Measurement Indicator 2**: Non-motorized recreation opportunity
- **Measurement Indicator 3**: Motorized recreation opportunity
- **Measurement Indicator 4**: Type of motorized access to dispersed recreation
- **Measurement Indicator 5**: Impact of proposed changes to the NFTS on neighboring private and federal lands (dust, noise, use conflicts).

Establish motorized "Open Areas." Alternative 2 proposes 4 motorized "Open Areas" consisting of 3 large reservoir areas at Stampede/ Prosser/Boca and 1 play area at Greenhorn, totaling 2,649 acres, for cross country motorized travel year-round (see Table 3.07-9). Establishment of presently unauthorized "Open Areas" may have a negative effect in both short and long term context for non-motorized opportunities due to an increase in noise, dust, physical presence, possible use conflicts and displacement. These "Open Areas" within ½ mile of neighboring private and federal lands, may also contribute to this alternative potentially having the fourth greatest noise, dust, and physical presence impacts on neighboring private and federal lands when compared to the other alternatives (see Table 3.07-3). This impact would be higher in the Greenhorn areas because of concerns from adjacent landowners, as opposed to the lands around the reservoirs that are largely managed by the Forest Service. In the reservoir areas, a likely indirect effect of the "Open Area" designation would be to spread the participation in numerous non-motorized sports including picnicking, swimming, and dog walking around the shoreline rather than concentrating those impacts at the terminus of routes leading to the water.

This is the only alternative to establish "Open Area" opportunities for operators of non-highway legal vehicles, and the greater of two alternatives to include "Open Area" opportunities to Open to Highway-legal use, providing a beneficial effect on motorized recreation opportunities for a diversity of vehicle classes and access to dispersed recreation beyond the existing Prosser Pits. Just north of Truckee, the Boca, Prosser, and Stampede reservoirs would provide 2,589 acres of motorized opportunity along the shoreline, below the high water mark, for access to camping, boating, and day-use activities. The Greenhorn area would provide 60 acres of "Open Area" opportunity in a hydraulically mined area just outside of Nevada City that is especially popular with local 4WD drivers.

Establishing "Open Areas" would have a beneficial effect on motorized opportunities and would contribute to a variety of motorized experiences found on the TNF. A possible indirect effect would be to decrease the density of users in the existing Prosser Pits OHV Open Area. In addition, these four "Open Areas" would serve as quasi-dispersed sites themselves accentuating the 182 dispersed sites proposed to be added in this alternative, contributing to Alternative 2 ranking as the fourth greatest alternative in regard to motorized access to dispersed recreation sites when compared to the other alternatives. Compared to the other alternatives, Alternative 2 would establish more acres of "Open Area" opportunities than any alternative (except Alternative 1 which would allow cross country travel).

Indicators referenced:

- **Measurement Indicator 2**: Non-motorized recreation opportunity
- **Measurement Indicator 3**: Motorized recreation opportunity

- **Measurement Indicator 4**: Type of motorized access to dispersed recreation
- **Measurement Indicator 5**: Impact of proposed changes to the NFTS on neighboring private and federal lands (dust, noise, use conflicts).

Changes to the existing NFTS [changing the vehicle class, season of use, and reopening ML 1 roads]. Proposals to change the vehicle class of NFTS routes to provide more mixed use would benefit motorized recreation by increasing the diversity of motorized opportunities (and looping opportunities). Changes in vehicle class that restrict motor vehicle types on NFTS routes would negatively affect motorized recreation diversity. A change in maintenance level through downgrading would increase the diversity of motorized opportunities (and looping opportunities); upgrading the road class would decrease the diversity of the motorized opportunities.

Alternative 2 proposes mixed use on about 398.7 miles of NFTS roads (refer to Table 3.07-5). Alternatives 2 and 5 are the alternatives that provide the most mixed use. Mixed use on NFTS roads would benefit motorized recreation by increasing the diversity of motorized opportunities. The proposed changes to the NFTS also contribute to the continuity of the motor-touring opportunities by reducing dead-end routes, increasing loop and connector opportunities, and providing access to a diversity of dispersed recreation activities for non-highway-legal vehicle operators, providing beneficial effects to motorized recreation opportunities. However, the authorization of mixed use on the NFTS could increase the likelihood that adjacent private lands would experience intrusion by and impacts from OHVs, an impact to the affected landowners who may currently experience high levels of trespass from unauthorized OHV use.

Season of use restrictions on proposed road and trail additions and changes in Maintenance Level may have a negative effect in the short and long terms to motorized opportunities by reducing mileage of motorized opportunity during the closure and a beneficial effect to non-motorized opportunities by increasing the acreage available for non-motorized activities during the closure**.** In Alternative 2, 10.5 miles of deer winter range seasonal restrictions are lifted (see Table 3.07-6), providing beneficial effects to motorized recreation opportunities in the Management Area 84 (Humbug-Sailor), requiring a Forest Plan amendment. This lifting of these restrictions would be especially beneficial to Sacramento-area riders who could access the Sugar Pine area quickly, during the winter season when the supply of regional motorized opportunities is greatly reduced due to deep snow.

No Maintenance Level 1 roads are proposed to be reopened under this alternative (see Tables 3.07-4 and 7). Dispersed recreation sites associated with reopening ML 1 roads would not be accessible to motorized use under Alternative 2 (refer to Table 3.07-10). No direct or indirect access effects would result, as no change would be made from the current management situation.

Indicators referenced:

- **Measurement Indicator 2**: Non-motorized recreation opportunity
- **Measurement Indicator 3**: Motorized recreation opportunity
- **Measurement Indicator 4**: Type of motorized access to dispersed recreation

- **Measurement Indicator 5**: Impact of proposed changes to the NFTS on neighboring private and federal lands (dust, noise, use conflicts).

Amending the Forest Plan. Adding unauthorized roads and trails to the NFTS would be consistent with the ROS as allocated in the LRMP. All routes proposed for addition to the NFTS comply with the ROS class in the associated management area. All proposed route additions under this alternative would be located in semi-primitive motorized, roaded natural, or rural ROS classes. However, in regard to a change in season of use (see previous section), the lifting of the deer winter range seasonal restrictions would require a Forest Plan amendment to remove the November 1 to May 1 seasonal closure in the Sugar Pine area (Management Area 84, Humbug Sailor)(see Table 3.07-1).

Indicators referenced:

- **Measurement Indicator 1**: Consistency with LRMP

Alternative 3 – Cross country Travel Prohibition Only – No Changes to the Existing NFTS

Alternative 3 would prohibit cross country motorized travel and proposes no new additions or changes to the existing NFTS roads and trails. This alternative also provides a baseline for comparing the impacts of other alternatives that propose changes to the NFTS. None of the unauthorized roads, trails, or areas would be added to the NFTS. Alternative 3 responds to the issues of quiet recreation, and potential adverse impacts associated with motorized roads and trails. This alternative does not change mixed use areas and does not provide motorized access to any additional dispersed sites beyond the areas accessed by the existing NFTS. This alternative makes no amendments to the Forest Plan.

Prohibition of cross country wheeled motorized vehicle travel. Alternative 3 would prohibit cross country motorized travel with motorized recreation restricted to existing NFTS roads and trails. The prohibition of wheeled motor vehicle use off the NFTS would have a beneficial effect on non-motorized recreation opportunities and would reduce negative impacts to populated areas and neighboring lands of various ownerships in the short and long terms by reducing noise, dust and physical presence of motorized vehicles. Prohibiting cross country motorized travel would also curtail on-going negative effects from motorized vehicles such as noise, dust, and physical presence in the short and long terms.

Compared to Alternative 1, prohibiting cross country motorized vehicle travel in Alternative 3 would result in a loss of acreage available for motorized recreation. Alternative 3 would provide no opportunities for cross country motorized travel, resulting in a negative impact on motorized recreation opportunities. This prohibition of cross country travel will concentrate motorized use on designated roads and trails. The concentration of use resulting from prohibiting cross country travel in the action alternatives will outweigh any similar effects produced by differences between the action alternatives. This concentration of use is expected to increase the density of riders/drivers per mile of route, potentially changing the motorized experience on the Tahoe National Forest. Most OHV enthusiasts are expected to continue to return to the areas they currently visit, but will alter their expectations (and riding styles) to account for the increased density. Rider/driver adjustments may include changing the time or day of visit, adapting a more defensive riding style (slower speeds, more attentive to oncoming traffic), and improved riding

etiquette (use of hand signals). A small percentage of users may be displaced to different areas on the TNF, or adjacent riding areas. The cross country prohibition would also reduce looping opportunities and motorized access to dispersed recreation activities. Alternative 3 represents the current condition except for prohibiting cross country motorized travel. Motorized use would no longer occur on unauthorized routes and all currently unauthorized routes would naturally rehabilitate. Although motorized recreation opportunities on open acreage would not be provided, other motorized recreation opportunities would be available.

Indicators referenced:

- **Measurement Indicator 2**: Non-motorized recreation opportunity
- **Measurement Indicator 3**: Motorized recreation opportunity
- **Measurement Indicator 4**: Type of motorized access to dispersed recreation
- **Measurement Indicator 5**: Impact of proposed changes to the NFTS on neighboring private and federal lands (dust, noise, use conflicts).

Adding facilities (presently unauthorized roads and trails) to the NFTS. No additions to the NFTS would be made under Alternative 3. No direct effects would result, as no change would be made from the current management situation. When compared to the other alternatives, this alternative provides the most "quiet" recreation opportunities (see Table 3.07-3) and provides the least risk of possible impact to neighboring private and Federals lands and wilderness areas in the short and long terms (see Table 3.07-11). Production of a motor vehicle use map (MVUM) would allow recreationists to better plan recreational pursuits. As a result, the frequency of user conflicts between non-motorized and motorized recreation users would likely decrease in the short and long terms.

Alternative 3 would provide an identical number of miles of designated motorized opportunity (existing NFTS) as the current condition (Alternative 1), and provides the least amount of motorized recreation opportunities when compared to the other action alternatives (see Tables 3.07-4 and 7). Dispersed recreation sites associated with additions to the NFTS would not be accessible to motorized use under Alternative 3 (refer to Table 3.07-10). Alternative 3 provides the least amount of motorized access to dispersed recreation sites of any alternative. Additionally, some dispersed sites with vistas and scenic viewing opportunities may no longer be easily accessible. An indirect effect would be a reduction in opportunities to combine roads and trails to make larger loops. Compared to all alternatives, Alternative 3 provides the least opportunities for motorized use and looping opportunities.

Indicators referenced:

- **Measurement Indicator 2**: Non-motorized recreation opportunity
- **Measurement Indicator 3**: Motorized recreation opportunity
- **Measurement Indicator 4**: Type of motorized access to dispersed recreation
- **Measurement Indicator 5**: Impact of proposed changes to the NFTS on neighboring private and federal lands (dust, noise, use conflicts).

Establish motorized "Open Areas." Alternative 3 does not propose the establishment of new "Open Areas" (refer to Table 3.07-9). No direct effects would result, as no change would be made from the current management situation. However, a possible indirect effect would be to increase the density of users in the existing Prosser Pits OHV "Open Area." Compared to the other alternatives, Alternative 3 would provide fewer acres of designated "Open Area" opportunities than Alternatives 2 and 6, and an equal amount as Alternatives 1, 4, 5, and 7.

Indicators referenced:

- **Measurement Indicator 3**: Motorized recreation opportunity

Changes to the existing NFTS [changing the vehicle class, season of use, and reopening ML 1 roads]. No changes to the NFTS in regard to mixed use, maintenance level, or season of use would be made under Alternative 3. No Maintenance Level 1 roads are proposed to be reopened under this alternative (see Tables 3.07-4 and 7). Dispersed recreation sites associated with reopening ML 1 roads would not be accessible to motorized use under Alternative 3 (refer to Table 3.07-10). No direct or indirect access effects would result, as no change would be made from the current management situation.

Indicators referenced:

- **Measurement Indicator 3**: Motorized recreation opportunity
- **Measurement Indicator 4**: Type of motorized access to dispersed recreation

Amending the Forest Plan. No changes to the Forest Plan would be made under Alternative 3. No direct or indirect effect would result, as no change would be made from the current management situation.

Indicators referenced:

- **Measurement Indicator 1**: Consistency with LRMP

Alternative 4 – Increased Resource Protection

Alternative 4 prohibits cross country motorized travel and adds fewer routes to the NFTS than the Proposed Action. This alternative responds to the concerns of quiet recreation use, and natural resource impacts. This alternative prohibits cross country travel, adds about 4 miles of road and 23 miles of motorized trail to the NFTS, establishes no new acres as motorized "Open Areas," allows 3 miles of mixed use, makes 1,312 miles of changes in seasons of use, and provides for motorized access to 107 dispersed sites. This alternative makes no amendments to the Forest Plan.

Prohibition of cross country wheeled motorized vehicle travel. Under Alternative 4, cross country motorized vehicle travel would be prohibited. The prohibition of wheeled motor vehicle use off the NFTS would have a beneficial effect on non-motorized recreation opportunities and would reduce negative impacts to populated areas and neighboring lands of various ownerships in the short and long terms by reducing noise, dust and physical presence of motorized vehicles. Prohibiting cross country motorized travel would also curtail on-going negative effects from motorized vehicles such as noise, dust and physical presence in the short and long terms.

Compared to Alternative 1, prohibiting cross country motorized vehicle travel in Alternative 4 would result in a net loss of acreage available for motorized recreation. Alternative 4 would provide no opportunities for cross country motorized travel, resulting in a negative impact on motorized recreation opportunities. This prohibition of cross country travel will concentrate motorized use on designated roads and trails. The concentration of use resulting from prohibiting cross country travel in the action alternatives will outweigh any similar effects produced by differences between the action alternatives. This concentration of use is expected to increase the density of riders/drivers per mile of route, potentially changing the motorized experience on the Tahoe National Forest. Most OHV enthusiasts are expected to continue to return to the areas they currently visit, but will alter their expectations (and riding styles) to account for the increased density. Rider/driver adjustments may include changing the time or day of visit, adapting a more defensive riding style (slower speeds, more attentive to oncoming traffic), and improved riding etiquette (use of hand signals). A small percentage of users may be displaced to different areas on the TNF, or adjacent riding areas. The cross country prohibition would also reduce motorized access to dispersed recreation activities. The loss of available open acreage is somewhat offset, however, by the proposed addition of motorized routes to the NFTS. Although motorized recreation opportunities on open acreage would not be provided, other motorized recreation opportunities would be available and the NFTS would be increased.

Indicators referenced:

- **Measurement Indicator 2**: Non-motorized recreation opportunity
- **Measurement Indicator 3**: Motorized recreation opportunity
- **Measurement Indicator 4**: Type of motorized access to dispersed recreation
- **Measurement Indicator 5**: Impact of proposed changes to the NFTS on neighboring private and federal lands (dust, noise, use conflicts).

Adding facilities (presently unauthorized roads and trails) to the NFTS. Adding unauthorized roads and trails may have a negative effect on (short and long term) non-motorized opportunities due to increases in noise, dust, physical presence, possible use conflicts and displacement. Under Alternative 4, about 0.1 percent of the Forest would be affected by the dust, odors, and noise typically associated with the proposed route additions. When compared to the other alternatives, the proposed route additions under Alternative 4 would have less impact on the Forest's "quiet" recreation opportunities than Alternatives 1, 2, 5, 6, and 7 and slightly more impact on the Forest's "quiet" recreation opportunities than Alternative 3 (see Table 3.07-3). Alternative 4 proposes 13.8 miles of road and trail route additions within ½ mile of neighboring private and federal lands, potentially increasing noise, dust, and physical presence impacts on neighboring private and federal lands. When compared to the other alternatives, Alternative 4 would have less impact on neighboring lands than Alternatives 1, 2, 5, 6 and 7 and more impact than Alternative 3 (see Table 3.07-11). Production of a motor vehicle use map (MVUM) would allow recreationists to better plan recreational pursuits. As a result, the frequency of user conflicts between non-motorized and motorized recreation users would likely decrease in the short and long terms.

Compared to the other alternatives, Alternative 4 would provide the fourth largest amount of road additions (3.7 miles) to the NFTS. Alternative 4 would add more miles of road than Alternative 7, but less than Alternatives 2, 5, and 6 (see Table 3.07-4). Alternative 4 would provide the third least amount of motorized trail (22.5 miles) additions to the NFTS. Alternatives 1 and 3 would not add any roads or trails to the system (see Table 3.07-7). These additions beneficially affect motorized recreation opportunities for a diversity of vehicle classes. All (3.7 miles) of the road additions would be Open to All Vehicles seasonally, with most of the mileage open May 1 to December 31, but 0.2 miles would be open May 1 to November 1. Most (21.4 miles) of the motorized trail additions would be open from May 1 to December 31, with the remaining 1.2 miles open April 1 to December 31. Of the 22.6 miles of total trail additions, 5.6 miles would be open to high-clearance 4WD, 2.9 miles would be open to ATVs and motorcycles, and 14.1 miles would be open to motorcycles.

Adding unauthorized roads and trails to the NFTS would have a beneficial effect on motorized opportunities by providing additional miles of recreation opportunities. The proposed trail additions in Alternative 4 contribute to a variety of experiences with easy-to-extremely difficult riding/driving experiences, especially for 4WD operators (see Table 3.07-8). The proposed route additions also contribute to the continuity of the motor-touring opportunities by reducing dead-end routes, increasing loop and connector opportunities, and providing access to a diversity of dispersed recreation activities, providing beneficial effects to motorized recreation opportunities. The season of use restrictions on proposed road and trail additions may have a negative effect in the short and long terms to motorized opportunities by reducing mileage of motorized opportunity during the closure and a beneficial effect to non-motorized opportunities by increasing the acreage available for non-motorized activities during the closure. As shown in Table 3.07-10, Alternative 4 provides motorized access to a total of 107 dispersed recreation sites, providing a beneficial effect to motorized recreation opportunities. When compared to the other alternatives, Alternative 4 provides less motorized access to dispersed recreation than Alternatives 1, 2, 5, and 6, but more motorized access than Alternatives 3 and 7.

Indicators referenced:

- **Measurement Indicator 2**: Non-motorized recreation opportunity
- **Measurement Indicator 3**: Motorized recreation opportunity
- **Measurement Indicator 4**: Type of motorized access to dispersed recreation
- **Measurement Indicator 5**: Impact of proposed changes to the NFTS on neighboring private and federal lands (dust, noise, use conflicts).

Establish motorized "Open Areas." Alternative 4 does not propose the establishment of any new "Open Areas" to the NFTS (refer to Table 3.07-9). No direct effects would result, as no change would be made from the current management situation. However, a possible indirect effect would be to increase the density of users in the existing Prosser Pits OHV "Open Area." Compared to the other alternatives, Alternative 4 would provide fewer acres of "Open Area" motorized recreation opportunities than Alternatives 2 and 6, and an equal amount as Alternatives 1, 3, 5, and 7.

Indicators referenced:

- **Measurement Indicator 3**: Motorized recreation opportunity

Changes to the existing NFTS [changing the vehicle class, season of use, and reopening ML 1 roads]. Proposals to change the vehicle class of NFTS routes to provide more mixed use would benefit motorized recreation by increasing the diversity of motorized opportunities (and looping opportunities). Changes in vehicle class that restrict motor vehicle types on NFTS routes would negatively affect motorized recreation diversity. A change in maintenance level through downgrading would increase the diversity of motorized opportunities (and looping opportunities); upgrading the road class would decrease the diversity of the motorized opportunities.

Alternative 4 proposes mixed use on about 3.4 miles of NFTS roads (see Table 3.07-5). Alternatives 4 and 7 are tied for the third largest amount of mixed use of any alternative. Mixed use on NFTS roads would benefit motorized recreation by increasing the diversity of motorized opportunities. The proposed changes to the NFTS also contribute to the continuity of the motor-touring opportunities by reducing dead-end routes, increasing loop and connector opportunities, and providing access to a diversity of dispersed recreation activities for non-highway-legal vehicle operators, providing beneficial effects to motorized recreation opportunities. However, the authorization of mixed use on the NFTS could increase the likelihood that adjacent private lands would experience intrusion by and impacts from OHVs, an impact to the affected landowners who may experience high levels of trespass from unauthorized OHV use. Although Alternative 4 would provide less motorized recreation opportunity through mixed use when compared to Alternatives 1, 2, 5, and 6, it provides more motorized recreation opportunity on existing NFTS roads through mixed use when compared to Alternative 3, and equal to Alternative 7.

Season of use restrictions on proposed road and trail additions and changes in Maintenance Level may have a negative effect in the short and long terms to motorized opportunities by reducing mileage of motorized opportunity during the closure and a beneficial effect to non-motorized opportunities by increasing the acreage available for non-motorized activities during the closure**.** In Alternative 4, 1,312.1 miles of wet weather seasonal restrictions are added to minimize erosion and protect water quality (see Table 3.07-6), closing motorized opportunities from January 1 to May 31 in the Burlington area and January 1 to April 30 on the remainder of the Forest on native surface roads and motorized trails. In regard to season of use motorized opportunities, Alternative 4 has fewer miles of seasonal closure than Alternatives 5 and 6, but has more seasonal closures than Alternatives 1, 2, 3, and 7.

In Alternative 4, 0.1 miles of ML 1 road would be reopened as a motorcycle trail with a season of use of April 1 to December 31 (see Table 3.07-7). The season of use restriction on the proposed reopening of this ML 1 road to a motorized trail may have a minor negative effect in the short and long terms to motorized opportunities by reducing mileage of motorized opportunity during the closure and a minor beneficial effect to non-motorized opportunities by increasing the acreage available for non-motorized activities during the closure. Alternative 4 would reopen a total of 0.1 miles of ML 1, slightly more than Alternatives 1, 2 and 3, and less than Alternatives 5, 6, and 7. No motorized access to associated dispersed

recreation would be designated under this alternative (see Table 3.07-10). No direct or indirect access effects would result, as no change would be made from the current management situation.

Indicators referenced:

- **Measurement Indicator 2**: Non-motorized recreation opportunity
- **Measurement Indicator 3**: Motorized recreation opportunity
- **Measurement Indicator 4**: Type of motorized access to dispersed recreation
- **Measurement Indicator 5**: Impact of proposed changes to the NFTS on neighboring private and federal lands (dust, noise, use conflicts).

Amending the Forest Plan. No changes to the Forest Plan would be made under Alternative 4. No direct or indirect effect would result, as no change would be made from the current management situation.

Indicators referenced:

- **Measurement Indicator 1**: Consistency with LRMP

Alternative 5 – Increased Motorized Recreation Access plus Reopening Maintenance Level 1 and Temporary Roads

Alternative 5 was developed to address the issue of providing sufficient wheeled motorized public access to TNF lands as well as public concerns about reduced motorized recreation opportunities. This alternative prohibits cross country travel, adds about 5 miles of road and 75 miles of motorized trail to the NFTS, establishes no new acres as motorized "Open Areas," allows 399 miles of mixed use, makes 1,397 miles of changes in season of use, provides for motorized access to 188 dispersed sites, and makes one amendment to the Forest Plan.

Prohibition of cross country wheeled motorized vehicle travel. Under Alternative 5, cross country motorized vehicle travel would be prohibited. The prohibition of wheeled motor vehicle use off the NFTS would have a beneficial effect on non-motorized recreation opportunities and would reduce negative impacts to populated areas and neighboring lands of various ownerships in the short and long terms by reducing noise, dust and physical presence of motorized vehicles. Prohibiting cross country motorized travel would also curtail on-going negative effects from motorized vehicles such as noise, dust and physical presence in the short and long terms.

Compared to Alternative 1, prohibiting cross country motorized vehicle travel in Alternative 5 would result in a net loss of acreage available for motorized recreation. Alternative 5 would provide no opportunities for cross country motorized travel, resulting in a negative impact on motorized recreation opportunities. This prohibition of cross country travel will concentrate motorized use on designated roads and trails. The concentration of use resulting from prohibiting cross country travel in the action alternatives will outweigh any similar effects produced by differences between the action alternatives. This concentration of use is expected to increase the density of riders/drivers per mile of route, potentially changing the motorized experience on the Tahoe National Forest. Most OHV enthusiasts are expected to continue to return to the areas they currently visit, but will alter their expectations (and riding styles) to

account for the increased density. Rider/driver adjustments may include changing the time or day of visit, adapting a more defensive riding style (slower speeds, more attentive to oncoming traffic), and improved riding etiquette (use of hand signals). A small percentage of users may be displaced to different areas on the TNF, or adjacent riding areas. The cross country prohibition would also reduce motorized access to dispersed recreation activities. The loss of available open acreage is somewhat offset, however, by the proposed addition of motorized routes to the NFTS. Although motorized recreation opportunities on open acreage would not be provided, other motorized recreation opportunities would be available and the NFTS would be increased.

Indicators referenced:

- **Measurement Indicator 2**: Non-motorized recreation opportunity
- **Measurement Indicator 3**: Motorized recreation opportunity
- **Measurement Indicator 4**: Type of motorized access to dispersed recreation
- **Measurement Indicator 5**: Impact of proposed changes to the NFTS on neighboring private and federal lands (dust, noise, use conflicts).

Adding facilities (presently unauthorized roads and trails) to the NFTS. Adding unauthorized roads and trails may have a negative effect (short and long term) on non-motorized opportunities due to an increase in noise, dust, physical presence, possible use conflicts and displacement. Under Alternative 5, an additional 0.4 percent of the Forest acreage would be affected by the dust, odors, and noise associated with the proposed route additions. Alternative 5 would also include two road additions that would cross the non-motorized Pacific Crest Trail, requiring the installation of vehicle barriers to prevent motorized use on the PCT. When compared to the other alternatives, the proposed route additions under Alternative 5 would have the second most impact on the Forest's "quiet" recreation opportunities of any alternative, behind Alternative 1 (see Table 3.07-3). Alternative 5 proposes 63.3 miles of road and trail route additions within ½ mile of neighboring lands, potentially having some noise, dust, and physical presence impacts on neighboring private and federal lands. When compared to the other alternatives, Alternative 5 would have the largest percent change of any alternative (see Table 3.07-11). Production of a motor vehicle use map (MVUM) would allow recreationists to better plan recreational pursuits. As a result, the frequency of user conflicts between non-motorized and motorized recreation users would likely decrease in the short and long terms.

Compared to the other action alternatives, Alternative 5 would provide the second-largest amount of road additions (5.0 miles) to the NFTS, tied with Alternative 2. Alternative 5 would add more miles of road than Alternatives 1, 3, 4, and 7, but less than Alternative 6 (see Table 3.07-4). Alternative 5 would provide the largest amount of motorized trail (75.4 miles) additions to the NFTS (see Table 3.07-7). These additions beneficially affect motorized recreation opportunities for a diversity of vehicle classes. All of the road additions would be open to all vehicles seasonally, with most of the mileage open May 1 to December 31 (4.7 miles), but 0.3 miles would be open May 1 to November 1. Most (61.9 miles) of the motorized trail additions would be open from May 1 to December 31, with the remaining 13.4 miles open April 1 to December 31 and 0.1 miles open May 1 to September 15. Of the total 75.5 miles of trail

additions, 44.7 miles would be open to high-clearance 4WD, 4.8 miles would be open to ATVs and motorcycles, and 26.0 miles would be open to motorcycles (see Table 3.07-8).

Adding presently unauthorized roads and trails to the NFTS would have a beneficial effect on motorized opportunities by providing additional miles of recreation opportunities. The proposed trail additions in Alternative 5 contribute to a variety of experiences with easy-to-extremely difficult riding/driving experiences, especially for 4WD operators and motorcycle operators (see Table 3.07-8). The proposed route additions also contribute to the continuity of the motor-touring opportunities by reducing dead-end routes, increasing loop and connector opportunities, and providing access to a diversity of dispersed recreation activities, providing beneficial effects to motorized recreation opportunities. The season of use restrictions on proposed road and trail additions may have a negative effect in the short and long terms to motorized opportunities by reducing mileage of motorized opportunity during the closure and a beneficial effect to non-motorized opportunities by increasing the acreage available for non-motorized activities during the closure. As shown in Table 3.07-10, Alternative 5 provides motorized access to a total of 188 dispersed recreation sites, of which 183 are associated with an addition to the NFTS (see changes to the NFTS, ML 1 additions for the remainder) providing a beneficial effect to motorized recreation opportunities. When compared to the other alternatives, Alternative 5 provides the third most motorized access to dispersed recreation behind Alternatives 1 and 6.

Indicators referenced:

- **Measurement Indicator 2**: Non-motorized recreation opportunity
- **Measurement Indicator 3**: Motorized recreation opportunity
- **Measurement Indicator 4**: Type of motorized access to dispersed recreation
- **Measurement Indicator 5**: Impact of proposed changes to the NFTS on neighboring private and federal lands (dust, noise, use conflicts).

Establish motorized "Open Areas." Alternative 5 does not propose the establishment of any new "Open Areas" to the NFTS (refer to Table 3.07-9). No direct effects would result, as no change would be made from the current management situation. However, a possible indirect effect would be to increase the density of users in the existing Prosser Pits OHV "Open Area." Compared to the other alternatives, Alternative 5 would provide fewer acres of "Open Area" opportunities than Alternatives 2 and 6, and an equal amount as Alternatives 1, 3, 4, and 7.

Indicators referenced:

- **Measurement Indicator 3**: Motorized recreation opportunity

Changes to the existing NFTS [changing the vehicle class, season of use, and reopening ML 1 roads]. Proposals to change the vehicle class of NFTS routes to provide more mixed use would benefit motorized recreation by increasing the diversity of motorized opportunities (and looping opportunities). Changes in vehicle class that restrict motor vehicle types on NFTS routes would negatively affect motorized recreation diversity. A change in maintenance level through downgrading would increase the

diversity of motorized opportunities (and looping opportunities); upgrading the road class would decrease the diversity of the motorized opportunities.

Alternative 5 proposes mixed use on about 398.7 miles of NFTS roads (see Table 3.07-5). Alternatives 5 and 2 are tied for the largest amount of mixed use. Mixed use on NFTS roads would benefit motorized recreation by increasing the diversity of motorized opportunities. The proposed changes to the NFTS also contribute to the continuity of the motor-touring opportunities by reducing dead-end routes, increasing loop and connector opportunities, and providing access to a diversity of dispersed recreation activities for non-highway-legal vehicle operators, providing beneficial effects to motorized recreation opportunities. However, the authorization of mixed use on the NFTS could increase the likelihood that adjacent private lands would experience increased levels of intrusion by and impacts from OHVs, an impact to the affected landowners who may experience high levels of trespass from unrestricted OHV use.

Season of use restrictions on existing USFS roads and trails may have a negative effect (short and long term) to motorized opportunities by reducing mileage of motorized opportunities during the closure and a beneficial effect to non-motorized opportunities by increasing the acreage available for non-motorized activities during the closure. In Alternative 5, 1,396.7 total miles of route would have changes in seasonal restrictions (see Table 3.07-6). Wet weather seasonal restrictions are added to minimize erosion and protect water quality, closing motorized opportunities from January 1 to May 31 in the Burlington area and January 1 to April 30 on the remainder of the Forest on native surface roads and motorized trails. While Alternative 5 includes the most miles of seasonal closure of any alternative (see Table 3.07-6), it also includes the lifting of the deer winter range seasonal restrictions from November 1 to May 1, providing beneficial effects to motorized recreation opportunities in the Management Area 84 (Humbug-Sailor), through a Forest Plan amendment (see Table 3.07-1, and next section). This lifting of these restrictions would be especially beneficial to Sacramento-area riders who would enjoy the Sugar Pine area later into the year.

In Alternative 5, 79.3 miles of Maintenance Level 1 would be reopened as open to all vehicles road addition to the NFTS (see Table 3.07-4). About 70.3 miles would be reopened for a season of May 1 to December 31, 8.7 miles would be reopened from May 1 to November 1, and 0.3 miles would be reopened from April 1 to December 31. About 14.0 miles of ML 1 road would be reopened as ATV and motorcycle trails seasonally (see Table 3.07-7). In addition 13.9 miles of ATV and motorcycle trail would be reopened May 1 to December 31, and an additional 0.1 miles of motorcycle trail would be reopened April 1 to December 31. The season of use restriction on the proposed reopening of these ML 1 roads to roads and motorized trails may have a negative effect in the short and long terms to motorized opportunities by reducing mileage of motorized opportunity during the closure and a beneficial effect to non-motorized opportunities by increasing the acreage available for non-motorized activities during the closure. Alternative 5 reopens a total of 93.4 miles of ML 1 roads (for roads open to all vehicles and for motorized trail use), substantially more than any other alternative. Alternative 5 would also provide motorized access to 5 additional dispersed sites accessed from reopened ML 1 roads, 3 of those roads would be reopened as Open to All Vehicles, another would be reopened as an ATV and motorcycle trail, and another would be

open to motorcycles only (see Table 3.07-10). Alternative 5 provides motorized access to the third highest number of dispersed sites behind Alternatives 1 and 6.

Indicators referenced:

- **Measurement Indicator 2**: Non-motorized recreation opportunity
- **Measurement Indicator 3**: Motorized recreation opportunity
- **Measurement Indicator 4**: Type of motorized access to dispersed recreation
- **Measurement Indicator 5**: Impact of proposed changes to the NFTS on neighboring private and federal lands (dust, noise, use conflicts).

Amending the Forest Plan. Adding unauthorized roads and trails to the NFTS would be consistent with the ROS as allocated in the LRMP. All routes proposed for addition to the NFTS comply with the ROS class in the associated management area. All proposed route additions under this alternative would be located in semi-primitive motorized, roaded natural, or rural ROS classes. However, in regard to a change in season of use (see previous section), the lifting of the deer winter range seasonal restrictions would require a Forest Plan amendment to remove the November 1 to May 1 seasonal closure in the Sugar Pine area (Management Area 84, Humbug Sailor)(see Table 3.07-1).

Indicators referenced:

- **Measurement Indicator 1**: Consistency with LRMP

Alternative 6 – Preferred Alternative Motorized Access and Resource Protection

Alternative 6 is the Preferred Alternative. It responds to issues of providing motorized public access and recreation opportunities while minimizing impacts to natural resources. Alternative 6 would provide motorized access to dispersed recreation opportunities (including camping, hunting, fishing, hiking, and horseback riding) and a diversity of motorized recreation opportunities (including 4WD Vehicles, motorcycles, ATVs, and passenger vehicles). This alternative prohibits cross country travel, adds about 13 miles of road and 48 miles of motorized trail to the NFTS, establishes 244 acres as motorized "Open Areas," allows 253 miles of mixed use, makes 1,370 miles of changes in season of use, provides for motorized access to 437 dispersed sites, and makes one amendment to the Forest Plan.

Prohibition of cross country wheeled motorized vehicle travel. Under Alternative 6, cross country motorized vehicle travel would be prohibited. The prohibition of wheeled motor vehicle use off the NFTS would have a beneficial effect on non-motorized recreation opportunities and would reduce negative impacts to populated areas and neighboring lands of various ownerships in the short and long terms by reducing noise, dust and physical presence of motorized vehicles. Prohibiting cross country motorized travel would also curtail on-going negative effects to visitors and NFS lands from motorized vehicles such as noise, dust and physical presence in the short and long terms.

Compared to Alternative 1, prohibiting cross country motorized vehicle travel in Alternative 6 would result in a net loss of acreage available for cross country motorized recreation, negatively impacting motorized recreation opportunities. This prohibition of cross country travel will concentrate motorized

use on designated roads and trails. The concentration of use resulting from prohibiting cross country travel in the action alternatives will outweigh any similar effects produced by differences between the action alternatives. This concentration of use is expected to increase the density of riders/drivers per mile of route, potentially changing the motorized experience on the Tahoe National Forest. Most OHV enthusiasts are expected to continue to return to the areas they currently visit, but will alter their expectations (and riding styles) to account for the increased density. Rider/driver adjustments may include changing the time or day of visit, adapting a more defensive riding style (slower speeds, more attentive to oncoming traffic), and improved riding etiquette (use of hand signals). A small percentage of users may be displaced to different areas on the TNF, or adjacent riding areas. The cross country prohibition would also reduce motorized access to dispersed recreation activities. However, this alternative has the most spur roads to dispersed recreation sites recommended by the public and it establishes three "Open Areas" (see "Open Area" effects below). Although motorized recreation opportunities on NFS lands would be greatly reduced, other motorized recreation opportunities would be available and the NFTS would be increased.

Indicators referenced:

- **Measurement Indicator 2**: Non-motorized recreation opportunity
- **Measurement Indicator 3**: Motorized recreation opportunity
- **Measurement Indicator 4**: Type of motorized access to dispersed recreation
- **Measurement Indicator 5**: Impact of proposed changes to the NFTS on neighboring private and federal lands (dust, noise, use conflicts).

Adding facilities (presently unauthorized roads and trails) to the NFTS. Adding unauthorized roads and trails may have a negative effect (short and long term) on non-motorized opportunities due to an increase in noise, dust, physical presence, possible use conflicts and displacement. Under Alternative 6 about 0.2 percent of the Forest would have additional impacts from the dust, odors, and noise typically associated with the proposed route additions. Alternative 6 would also include one road addition that would cross the non-motorized Pacific Crest Trail, requiring the installation of vehicle barriers to prevent motorized use on the PCT. When compared to the other alternatives, the proposed route additions under Alternative 6 would have more impact on the Forest's "quiet" recreation opportunities than Alternatives 3 and 4, but less impact than Alternatives 1, 2, 5, and 7 (see Table 3.07-3). Alternative 6 proposes 38.5 miles of road and trail additions within ½ mile of neighboring private and federal lands, potentially having some noise, dust, and physical presence impacts on neighboring lands. When compared to the other alternatives, Alternative 6 would have the second largest percent change on neighboring private and federal lands of any alternative behind Alternative 5 (see Table 3.07-11). Production of a motor vehicle use map (MVUM) would allow recreationists to better plan recreational pursuits. As a result, the frequency of user conflicts between non-motorized and motorized recreation users would likely decrease in the short and long terms.

Compared to the other action alternatives, Alternative 6 would add the most miles (13.1 miles) to the NFTS of any alternative (see Table 3.07-4). Alternative 6 would provide the third most amount of

motorized trail (48.3 miles) additions to the NFTS (see Table 3.07-7). These additions beneficially affect motorized recreation opportunities for a diversity of vehicle classes. All of the road additions would be Open to All Vehicles seasonally, with a majority of the mileage open May 1 to December 31 (7.5 miles), but 5.5 miles would be open April 1 to December 31. More than half (25.5 miles) of the motorized trail additions would be open from open April 1 to December 31, with the remaining 22.8 miles open May 1 to December 31. Of the total 48.3 miles of trail additions, 22.5 miles would be open to high-clearance 4WD, 4.8 miles would be open to ATVs and motorcycles, and 20.9 miles would be open to motorcycles (see Table 3.07-8).

Adding unauthorized roads and trails to the NFTS would have a beneficial effect on motorized opportunities by providing additional miles of recreation opportunities. The proposed trail additions in Alternative 6 contribute to a variety of experiences with easy-to-extremely difficult riding/driving experiences, especially for 4WD operators and motorcycle riders (see Table 3.07-8). The proposed route additions also contribute to the continuity of the motor-touring opportunities by reducing dead-end routes, increasing loop and connector opportunities, and providing access to a diversity of dispersed recreation activities, providing beneficial effects to motorized recreation opportunities. The season of use restrictions on proposed road and trail additions may have a negative effect in the short and long terms to motorized opportunities by reducing mileage of motorized opportunity during the closure and a beneficial effect to non-motorized opportunities by increasing the acreage available for non-motorized activities during the closure. As shown in Table 3.07-10, Alternative 6 provides motorized access to a total of 437 dispersed recreation sites, of which 432 are associated with an addition to the NFTS (see changes to the NFTS, and ML 1 additions for the remainder) providing a beneficial effect to motorized recreation opportunities. When compared to the other alternatives, Alternative 6 provides the second most motorized access to dispersed recreation of any alternative, behind Alternative 1.

Indicators referenced:

- **Measurement Indicator 2**: Non-motorized recreation opportunity
- **Measurement Indicator 3**: Motorized recreation opportunity
- **Measurement Indicator 4**: Type of motorized access to dispersed recreation
- **Measurement Indicator 5**: Impact of proposed changes to the NFTS on neighboring private and federal lands (dust, noise, use conflicts).

Establish motorized "Open Areas." Alternative 6 proposes establishing 3 new motorized "Open Areas" totaling 244 acres, allowing cross country motorized travel in the Stampede/Prosser/Boca reservoir areas seasonally from May 1 to December 31 (see Table 3.07-9). The establishment of these previously unauthorized "Open Areas" may have a negative effect (short and long term) on non-motorized opportunities due to an increase in noise, dust, physical presence, possible use conflicts and displacement. These "Open Areas" within ½ mile of neighboring private and federal lands, may also contribute to this alternative potentially having the fourth greatest noise, dust, and physical presence impacts on neighboring lands when compared to the other alternatives (see Table 3.07-3). Because lands around the reservoirs are largely managed by the Forest Service, this effect would be minimal. In the

reservoir areas, a likely indirect effect of the "Open Area" establishment would concentrate the participation in, and the impact of, numerous non-motorized sports including picnicking, swimming, and dog walking around the shoreline adjacent to these established "Open Areas."

Alternative 6 would limit the "Open Area" opportunities to operators of highway legal vehicles including pickups, jeeps, SUVs, and sedans. Compared to the other alternatives, only Alternatives 6 and 2 provide for additional "Open Area" opportunities. However Alternative 6 is the only one with a seasonal "Open Area" to Highway-legal only addition, providing a beneficial effect on motorized recreation opportunities with a moderate diversity of vehicle classes and access to dispersed recreation. Just north of Truckee, the Boca, Prosser, and Stampede reservoirs would provide 244 acres of motorized opportunity along the shoreline, below the high water mark, for camping, boating, and other day-use activities.

Establishing previously unauthorized "Open Areas" would have a beneficial effect on motorized opportunities and would contribute to the variety of motorized experiences found on the TNF. In addition, this "Open Area" would serve as a quasi-dispersed site itself, accentuating the 437 dispersed sites proposed to be added in this alternative, contributing to Alternative 6 ranking as the second best alternative in regard to motorized access to dispersed recreation sites when compared to the other alternatives (behind Alternative 1). Alternative 6 would provide the second-most acres of "Open Area" opportunities of the action alternatives (behind Alternative 2).

Indicators referenced:

- **Measurement Indicator 2**: Non-motorized recreation opportunity
- **Measurement Indicator 3**: Motorized recreation opportunity
- **Measurement Indicator 4**: Type of motorized access to dispersed recreation
- **Measurement Indicator 5**: Impact of proposed changes to the NFTS on neighboring private and federal lands (dust, noise, use conflicts).

Changes to the existing NFTS [changing the vehicle class, season of use, and reopening ML 1 roads]. Proposals to change the vehicle class of NFTS routes to provide more mixed use would benefit motorized recreation by increasing the diversity of motorized opportunities (and looping opportunities). Changes in vehicle class that restrict motor vehicle types on NFTS routes would negatively affect motorized recreation diversity. A change in maintenance level through downgrading would increase the diversity of motorized opportunities (and looping opportunities); upgrading the road class would decrease the diversity of the motorized opportunities.

Alternative 6 proposes mixed use on about 252.7 miles of NFTS roads (see Table 3.07-5). Alternatives 6 would provide more mixed use than Alternatives 1, 3, 4, and 7, but less than Alternatives 2 and 5. Mixed use on NFTS roads would benefit motorized recreation by increasing the diversity of motorized opportunities. The proposed changes to the NFTS also contribute to the continuity of the motor-touring opportunities by reducing dead-end routes, increasing loop and connector opportunities, and providing access to a diversity of dispersed recreation activities for non-highway-legal vehicle operators, providing beneficial effects to motorized recreation opportunities. However, the authorization of mixed use on the NFTS could increase the likelihood that adjacent private lands would experience

increased levels of intrusion by and impacts from OHVs, an impact to the affected landowners who may experience high levels of trespass from unrestricted OHV use.

Season of use restrictions on existing NFTS roads and trails may have a negative effect (short and long term) to motorized opportunities by reducing miles available for motorized opportunities during the closure and a beneficial effect to non-motorized opportunities by increasing the acreage available for non-motorized activities during the closure**.** In Alternative 6, 1,369.5 total miles of route would have changes in seasonal restrictions (see Table 3.07-6). Wet weather seasonal restrictions are added to minimize erosion and protect water quality, closing motorized opportunities from January 1 to May 31 in the Burlington area and January 1 to April 30 on the remainder of the Forest on native surface roads and motorized trails. While Alternative 6 includes the second-largest amount of miles of seasonal closure of any alternative (behind Alternative 5), it also includes the lifting of the deer winter range seasonal restrictions from November 1 to May 1, providing beneficial effects to motorized recreation opportunities in the Management Area 84 (Humbug-Sailor), requiring a Forest Plan amendment (see Table 3.07-1, and next section). This lifting of these restrictions would be especially beneficial to Sacramento-area riders who would enjoy the Sugar Pine area later into the year. In addition, over the snow travel would be permitted on 3.6 miles of the Fordyce Jeep trail when 15 inches of snow is present on the ground.

In Alternative 6, 2.8 miles of Maintenance Level 1 roads would be reopened with an Open to All Vehicles status (see Table 3.07-4). About 2.2 miles would be reopened from April 1 to December 31, and 0.6 miles would be reopened for a season of May 1 to December 31. About 8.6 miles of ML 1 roads would be reopened as ATV and motorcycle trails seasonally (see Table 3.07-7) and 8.5 miles of ATV and motorcycle trail and 0.1 miles of motorcycle trail would be reopened April 1 to December 31. The season of use restriction on the proposed reopening of these ML 1 routes may have a negative effect (short and long term) to motorized opportunities by reducing mileage of motorized opportunity during the closure and a beneficial effect to non-motorized opportunities by increasing the acreage available for non-motorized activities during the closure. Alternative 6 reopens a total of 11.3 miles of ML 1, substantially less than Alternative 5, but substantially more than any of the other alternatives. Alternative 6 would also provide motorized access to 5 additional dispersed sites accessed from reopened ML 1 roads, 3 of those roads would be reopened as Open to All Vehicles, while another would be reopened as a ATV and motorcycle trail, and another would be open to motorcycles only (see Table 3.07-10). When compared to the rest of the alternatives, Alternative 6 provides motorized access to the second most number of dispersed sites of any alternative, behind Alternative 1.

Indicators referenced:

- **Measurement Indicator 2**: Non-motorized recreation opportunity
- **Measurement Indicator 3**: Motorized recreation opportunity
- **Measurement Indicator 4**: Type of motorized access to dispersed recreation
- **Measurement Indicator 5**: Impact of proposed changes to the NFTS on neighboring private and federal lands (dust, noise, use conflicts).

Amending the Forest Plan. Adding unauthorized roads and trails to the NFTS would be consistent with the ROS as allocated in the LRMP. All routes proposed for addition to the NFTS comply with the ROS class in the associated management area. All proposed route additions under this alternative would be located in semi-primitive motorized, roaded natural, or rural ROS classes. However, in regard to a change in season of use (see previous section), the lifting of the deer winter range seasonal restrictions would require a Forest Plan amendment to remove the November 1 to May 1 seasonal closure in the Sugar Pine area (Management Area 84, Humbug Sailor)(see Table 3.07-1).

Indicators referenced:

- **Measurement Indicator 1**: Consistency with LRMP

Alternative 7 – Proposed Action as identified in the Notice of Intent (NOI)

Alternative 7 is the Proposed Action as published in the Notice of Intent in the Federal Register. This alternative prohibits cross country travel, adds 37 miles of motorized trail to the NFTS (but no roads), establishes no new acres as motorized "Open Areas," allows 3 miles of mixed use, makes no changes in season of use, and provides for motorized access to 29 dispersed sites. This alternative makes no amendments to the Forest Plan.

Prohibition of cross country wheeled motorized vehicle travel. Under Alternative 7, cross country motorized vehicle travel would be prohibited. The prohibition of wheeled motor vehicle use off the NFTS would have a beneficial effect on non-motorized recreation opportunities and would reduce negative impacts to populated areas and neighboring lands of various ownerships in the short and long terms by reducing noise, dust and physical presence of motorized vehicles. Prohibiting cross country motorized travel would also curtail on-going negative effects to visitors and NFS lands from motorized vehicles such as noise, dust and physical presence in the short and long terms.

Compared to Alternative 1, prohibiting cross country motorized vehicle travel in Alternative 7 would result in a net loss of acreage available for motorized recreation. Alternative 7 would provide no opportunities for cross country motorized travel, resulting in a negative impact on motorized recreation opportunities. This prohibition of cross country travel will concentrate motorized use on designated roads and trails. The concentration of use resulting from prohibiting cross country travel in the action alternatives will outweigh any similar effects produced by differences between the action alternatives. This concentration of use is expected to increase the density of riders/drivers per mile of route, potentially changing the motorized experience on the Tahoe National Forest. Most OHV enthusiasts are expected to continue to return to the areas they currently visit, but will alter their expectations (and riding styles) to account for the increased density. Rider/driver adjustments may include changing the time or day of visit, adapting a more defensive riding style (slower speeds, more attentive to oncoming traffic), and improved riding etiquette (use of hand signals). A small percentage of users may be displaced to different areas on the TNF, or adjacent riding areas. The cross country prohibition would also reduce motorized access to dispersed recreation activities. The loss of available "Open Area" acreage is somewhat offset, however, by the proposed addition of motorized routes to the NFTS. Although motorized recreation opportunities on

"Open Areas" would not be provided, other motorized recreation opportunities would be available and the NFTS would be increased.

Indicators referenced:

- **Measurement Indicator 2**: Non-motorized recreation opportunity
- **Measurement Indicator 3**: Motorized recreation opportunity
- **Measurement Indicator 4**: Type of motorized access to dispersed recreation
- **Measurement Indicator 5**: Impact of proposed changes to the NFTS on neighboring private and federal lands (dust, noise, use conflicts).

Adding facilities (presently unauthorized roads and trails) to the NFTS. Adding unauthorized roads and trails may have a negative effect (short and long term) on non-motorized opportunities due to an increase in noise, dust, physical presence, possible use conflicts and displacement. Under Alternative 7 about 0.3 percent of the Forest would have additional impacts from the dust, odors, and noise associated with the proposed route additions. Alternative 7 also adds one road to the NFTS that crosses the non-motorized Pacific Crest Trail, requiring the installation of vehicle barriers to prevent motorized use on the PCT. When compared to the other alternatives, the proposed route additions under Alternative 7 would have more impact on the Forest's "quiet" recreation opportunities than Alternatives 3, 4, and 6, less impact than Alternatives 1 and 5, and the same amount of impact as Alternative 2 (see Table 3.07-3). Alternative 7 proposes 19.1 miles of trail route additions within ½ mile of neighboring private and federal lands, potentially having some noise, dust, and physical presence impacts on neighboring private and federal lands. When compared to the other alternatives, Alternative 7 would have the fourth most impact on neighboring private and federal lands of any alternative behind Alternatives 1, 5 and 6 (see Table 3.07-11). Production of a motor vehicle use map (MVUM) would allow recreationists to better plan recreational pursuits. As a result, the frequency of user conflicts between non-motorized and motorized recreation users would likely decrease in the short and long terms.

Compared to the other alternatives, Alternatives 7, 1, and 3 would provide the least amount of road additions (0.0 miles) to the NFTS (see Table 3.07-4). Alternative 7 would provide the fourth highest amount of motorized trail (36.6 miles) additions to the NFTS (see Table 3.07-7). These additions beneficially affect motorized recreation opportunities for a diversity of vehicle classes. More than half (22.6 miles) of the motorized trail additions would be open year-round, with the remaining 14.0 miles open May 1 to December 31. Of the total 36.6 miles of trail additions, 16.9 miles would be open to high-clearance 4WD, 3.4 miles would be open to ATVs and motorcycles, and 16.4 miles would be open to motorcycles (see Table 3.07-8).

Adding unauthorized roads and trails to the NFTS would have a beneficial effect on motorized opportunities by providing additional miles of opportunities. The proposed trail additions in Alternative 7 contribute to a variety of experiences with easy-to-extremely difficult riding/driving experiences, especially for 4WD operators and motorcycle riders (see Table 3.07-8). The proposed route additions also contribute to the continuity of the motor-touring opportunities by reducing dead-end routes, increasing loop and connector opportunities, and providing access to a diversity of dispersed recreation activities,

providing beneficial effects to motorized recreation opportunities. The season of use restrictions on proposed trail additions may have a negative effect in the short and long terms to motorized opportunities by reducing mileage of motorized opportunity during the closure and a beneficial effect to non-motorized opportunities by increasing the acreage available for non-motorized activities during the closure. As shown in Table 3.07-10, Alternative 7 provides motorized access to a total of 29 dispersed recreation sites, of which 27 are associated with an addition to the NFTS and 2 are associated with reopening of ML 1 roads. These routes and associated dispersed recreation sites provide a beneficial effect to motorized recreation opportunities. When compared to the other alternatives, Alternative 7 provides the second smallest amount of motorized access to dispersed recreation of any alternative, behind Alternative 3.

Indicators referenced:

- **Measurement Indicator 2**: Non-motorized recreation opportunity
- **Measurement Indicator 3**: Motorized recreation opportunity
- **Measurement Indicator 4**: Type of motorized access to dispersed recreation
- **Measurement Indicator 5**: Impact of proposed changes to the NFTS on neighboring private and federal lands (dust, noise, use conflicts).

Establish motorized "Open Areas." Alternative 7 does not establish any new "Open Areas" (refer to Table 3.07-9). No direct effects would result, as no change would be made from the current management situation. However, a possible indirect effect would be to increase the density of users in the existing Prosser Pits OHV "Open Area." Compared to the other alternatives, Alternative 7 would provide fewer acres of "Open Area" opportunities than Alternatives 2 and 6, and an equal amount as Alternatives 1, 3, 4, and 5.

Indicators referenced:

- **Measurement Indicator 3**: Motorized recreation opportunity

Changes to the existing NFTS [changing the vehicle class, season of use, and reopening ML 1 roads]. Proposals to change the vehicle class of NFTS routes to provide more mixed use would benefit motorized recreation by increasing the diversity of motorized opportunities (and looping opportunities). Changes in vehicle class that restrict motor vehicle types on NFTS routes would negatively affect motorized recreation diversity. A change in maintenance level through downgrading would increase the diversity of motorized opportunities (and looping opportunities); upgrading the road class would decrease the diversity of the motorized opportunities.

Alternative 7 proposes mixed use on about 3.4 miles of NFTS roads (see Table 3.07-5). Alternatives 7 and 4 are tied for the third most mixed use of any alternative. Mixed use on NFTS roads would benefit motorized recreation by increasing the diversity of motorized opportunities. The proposed changes to the NFTS also contribute to the continuity of the motor-touring opportunities by reducing dead-end routes, increasing loop and connector opportunities, and providing access to a diversity of dispersed recreation activities for non-highway-legal vehicle operators, providing beneficial effects to motorized recreation

opportunities. However, the authorization of mixed use on the NFTS could increase the likelihood that adjacent private lands would experience increased levels of intrusion by and impacts from OHVs, an impact to the affected landowners who may experience high levels of trespass from unrestricted OHV use. Although Alternative 7 provides less motorized recreation opportunity through mixed use when compared to Alternatives 2, 5, and 6, it provides more motorized recreation opportunity on existing NFTS roads through mixed use when compared to Alternatives 1 and 3, and equal to Alternative 4.

No changes to the NFTS in regard to season of use would be made under Alternative 7. No direct or indirect effects from changes to the season of use would result, as no change would be made from the current management situation.

In Alternative 7, 0.9 miles of Maintenance Level 1 would be reopened year-round as a road addition to the NFTS with an Open to All Vehicles status (see Table 3.07-4). About 0.1 miles of ML 1 road would be reopened year-round as a motorcycle trail (see Table 3.07-7). Alternative 7 reopens a total of 1.0 mile of ML 1 roads, which is less than Alternatives 5 and 6, but more than Alternatives 1, 2, 3 and 4. Alternative 7 would also provide motorized access to 2 additional dispersed sites accessed from reopened ML 1 roads, one of those roads would be reopened as Open to All Vehicles, and the other would be open to motorcycles only (see Table 3.07-10). When compared to the rest of the alternatives, Alternative 7 provides motorized access to the second lowest number of dispersed sites of any alternative; only Alternative 3 would provide fewer.

Indicators referenced:

- **Measurement Indicator 2**: Non-motorized recreation opportunity
- **Measurement Indicator 3**: Motorized recreation opportunity
- **Measurement Indicator 4**: Type of motorized access to dispersed recreation
- **Measurement Indicator 5**: Impact of proposed changes to the NFTS on neighboring private and federal lands (dust, noise, use conflicts).

Amending the Forest Plan. No changes to the Forest Plan would be made under Alternative 7. No direct or indirect effect would result, as no change would be made from the current management situation.

Indicators referenced:

- **Measurement Indicator 1**: Consistency with LRMP

Cumulative Effects

The cumulative effects analysis for recreation considers the impact of the alternatives when combined with past, present, and foreseeable future actions and events. The spatial boundary (Forest-wide) of the cumulative effects analysis was selected because impacts to the recreation system in one area of the Forest can affect the continuity of the system and public access opportunities in other parts of the Forest. The temporal scope of 20 years was selected because impacts to recreation and public access from present and reasonably foreseeable future activities may occur over this timeframe. In analyzing cumulative effects of Motorized Travel Management, the TNF considered effects from all present and reasonably

foreseeable future actions that have the potential for affecting motorized and non-motorized recreation opportunities. The actions affecting the recreation resource include road and trail construction, rerouting trails, restoring unauthorized routes, reclaiming road spurs, and decommissioning roads. For a full list of the present and reasonably foreseeable future actions considered in this analysis, see Appendix H (Reasonably Foreseeable Projects and Cumulative Effects). Projects with the most likely potential for affecting motorized and non-motorized opportunities are listed below in Table 3.07-14.

The changes associated with these projects have been incorporated into the recreation opportunity by alternative listed in Table 3.07-15. It is anticipated that the effects of the present and reasonably foreseeable future actions would meet ROS classifications for the management area in which they occur. The past activities, including the existing NFTS, have shaped the recreation opportunities and ROS settings available on the Forest. The effects of the present and reasonably foreseeable future activities listed in Table 3.07-14 would continue to shape the recreation opportunities and ROS settings available on the Forest.

Table 3.07-14. Reasonably foreseeable projects with possible cumulative effects to recreation

Project	Description
Hawley and Fordyce Meadows Rehab Project	Reroute ¾ mile of existing trail in Hawley Mdw, reroute ½ mile existing trail on Fordyce Jeep Trail.
Reclamation of Abandoned Mine Features at the Dredge and Eaglebird Mines	Remediate public safety hazards, reclaim degraded slopes and road spurs, and remove abandoned equipment.
Canyon Forest Health	Reduce fuels, thin forest stands, decommission roads.
Stockrest Springs Restoration	Restore floodplain function and reroute a trail in Stockrest Springs Watershed.
Little Truckee Wildlife Habitat Improvement project	Improve sensitive nesting, stream and riparian habitats and water quality by obliterating and restoring two illegal trails/hill climbs that run perpendicular to the Little Truckee River.
Legacy Trail	Construct non-motorized multiple use trail from private land in the town of Truckee to Glenshire subdivision.
South Lincoln Creek Coop road segment	Construct 1200’ of road to the Sierra Pacific property line.
Little Truckee River Trail	Construct about 1 miles of multiple use trail between Highway 89 north and FS road #450-10-20 – connect to Upper Little Truckee River campground.
Brumby	Mechanically thin 530 acres, group select 30 acres, remove conifers from 3 acres of aspen, construct 1.3 miles of new permanent road, and about 1 mile of temporary road.

Decreased access to recreation opportunities and increased dust, noise and physical presence of motorized machinery may occur during road reconstruction activities (short term impacts). Road decommissioning would benefit non-motorized opportunities by eliminating noise, dust, and physical presence of motorized vehicles on neighboring private and federal lands and wilderness areas when located within ½ mile from these areas, but may negatively affect motorized recreation by decreasing the mileage available for motorized recreation opportunities. Road decommissioning may also increase the

amount of forest available for "quiet" recreation opportunities. In the present and reasonably foreseeable future, about 125.7 miles of currently open NFTS roads would be decommissioned.

Measurement indicators 1, 2, 3, 4, and 5 were used in the cumulative effects analysis. Measurement indicator 1 looked at the impact of proposed changes to the NFTS on the TNF Forest Plan in regard to the Recreation Opportunity Spectrum and season of use. No ROS plan amendments would be needed for any alternatives because all routes proposed for addition to the NFTS comply with the ROS class in the associated management area. No proposed route additions in the action alternatives would be located in primitive or semi-primitive non-motorized ROS classes. All proposed route additions would be located in semi-primitive motorized, roaded natural, or rural ROS classes. All action alternatives would be consistent with ROS. Therefore, no cumulative effects on ROS are anticipated for the action alternatives. For potential cumulative effects on ROS for the No Action Alternative, see the cumulative effects section for the No Action Alternative, Alternative 1, below. Season of use plan amendments would be required in Alternatives 2, 5, and 6 to lift the seasonal deer winter range restrictions in Management Area 84, Humbug Sailor (see Table 3.07-1). This removal of the existing November 1 to May 1 seasonal closure would extend the riding season in the Sugar Pine area, an increase in motorized opportunities. The cumulative effects of these proposed plan amendments may have impacts to both motorized or non-motorized recreation opportunities, and are taken into account in summary Tables 3.07-15, 16, and 17 and the discussion of the four other recreation measurement indicators.

Measurement indicator 2 looks at the impact of proposed changes to the NFTS on non-motorized recreation (dust, noise, use conflicts). It also addresses the "quiet" recreation issue. Quiet recreation is defined by measurement indicator 2 as the acres outside ½ mile of an area where motorized use is allowed. For cumulative effects analysis, quiet recreation acreage for the No Action Alternative was determined using the existing NFTS, other state, county, or private roads traveling through the Forest, and the currently identified unauthorized routes. Quiet recreation acreage for the action alternatives was determined using the existing NFTS, other state, county, or private roads traveling through the Forest, and any proposed route and area additions. See Table 3.07-3 for a full comparison of alternatives regarding this indicator.

Measurement indicator 3 looks at the impact of proposed changes to the NFTS to motorized recreation opportunities by alternative by analyzing roads, motorized trails, and "Open Areas" added to the NFTS. This indicator includes any effects associated with existing or proposed direction in regard to mixed use, maintenance levels, season of use, and reopening ML 1 roads to motorized use. The total motorized mileage in an alternative includes proposed route additions and motorized NFTS routes, including operational ML 2-5 and all motorized trails. See Tables 3.07-4 through 9 and Table 3.07-15 for a full comparison of alternatives regarding this indicator.

Table 3.07-15. Motorized Recreation Opportunities Cumulative Effects – Recreation Measurement Indicator 3

		Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6	Alt 7
NFTS Roads	Year round	1395.4	1409.6	1395.4	348.1	274.0	234.8	1396.3
	Seasonally	672.2	662.9	672.9	1723.2	1878.0	1848.6	672.2
NFTS Trails	Year round	265.7	301.0	265.7	0.0	0.0	0.0	288.5
	Seasonally	62.5	81.7	62.5	350.9	417.6	385.1	76.5
State, County or other jurisdiction roads	Year round	868.2	868.2	868.2	868.2	868.2	868.2	868.2
Private Roads	Year round	1,816.5	1,816.5	1,816.5	1,816.5	1,816.5	1,816.5	1,816.5
Unauthorized routes & closed NFTS roads receiving public motorized use	Year round	1698.3	0	0	0	0	0	0
Total	**Year round**	**6044.1**	**4395.3**	**4345.8**	**3032.8**	**2958.7**	**2919.5**	**4369.5**
	Seasonally	**734.7**	**744.6**	**735.4**	**2074.1**	**2295.6**	**2233.7**	**748.7**
	Grand Total	**6778.8**	**5139.9**	**5081.2**	**5106.9**	**5254.3**	**5153.2**	**5118.2**

Measurement indicator 4 looked at the impact of proposed changes to the NFTS to motorized access to dispersed recreation opportunities by alternative by analyzing the type of access and the number of dispersed sites accessed as a result of the additions identified in Measurement indicator 3. See Table 3.07-10 for a full comparison of alternatives regarding this indicator.

Measurement indicator 5 looks at the impact of proposed changes to the NFTS on neighboring private and federal lands by alternative by analyzing the number of miles that occur within ½ mile of neighboring lands. For Alternative 1, routes considered were open roads on the existing NFTS and inventoried unauthorized routes. For the action alternatives routes considered were open roads on the existing NFTS and any proposed route and area additions. See Table 3.07-11 for a full comparison of alternatives regarding this indicator.

The identified present and reasonably foreseeable future actions were used to determine the cumulative effect on NFTS roads open to motorized recreation opportunities. NFTS roads considered open to motorized travel include MLs 2 through 5. The cumulative effects analysis includes the direct and indirect effects of the five management actions discussed in the environmental consequences section: (1) the prohibition of cross country motorized travel, (2) additions of currently unauthorized routes to the NFTS, (3) establishment of motorized "Open Areas," (4) changes to the existing NFTS, and (5) amendments to the Forest Plan.

Alternative 1 – No Action

Unrestricted cross country motorized travel under Alternative 1 has the potential to create resource issues in the future and a proliferation of user created dead-end routes that may reduce the quality of the motorized recreation experience.

Although consistent with LRMP guidance for ROS, cross country motorized travel may affect ROS class settings. Motorized use could inadvertently spread to non-motorized areas, changing areas with non-

motorized ROS class settings, such as semi-primitive non-motorized, to ROS classes with motorized settings such as semi-primitive motorized, roaded natural, or rural.

Alternative 1 has the greatest potential to negatively alter non-motorized recreation settings, but it is difficult to predict where future cross country motorized use would occur. Dust, noise, and motorized vehicle presence may impact non-motorized recreationists seeking a "quiet" recreation experience. Cumulatively under this alternative, 87.7 percent of the TNF would be affected by motorized use and would not be available for "quiet" recreation, the greatest amount of all the alternatives (see Table 3.07-3). This alternative also has the greatest impact on neighboring private and federal lands and wilderness areas, as determined using measurement indicator 5, with about 2,317 miles of NFTS open roads and unauthorized motorized routes occurring within ½ mile of neighboring private and federal lands (see Table 3.07-11), the highest amount when compared to all the alternatives. Overall, Alternative 1 has the highest potential cumulative impact on non-motorized recreation opportunities and neighboring Federal and private lands and wilderness areas.

With no proposed additions or changes to the use of existing NFTS roads or trails and no prohibition of cross country motorized travel, Alternative 1 results in no change to the existing motorized recreation opportunities. Under Alternative 1, at least 6,779 miles of motorized route (including the unauthorized routes) would be available to the public, the most of any alternative (see Table 3.07-15). Without prohibition of cross country motorized travel, Alternative 1 provides the greatest access to dispersed recreation of any alternative. Since there are no direct or indirect effects to motorized recreation and no change from the current management situation, no cumulative effects to motorized recreation would result. Overall, Alternative 1 would provide the greatest amount of motorized opportunity.

Alternative 2 – Increased Motorized Recreation and Access Opportunities

Alternative 2 has the potential to negatively alter non-motorized recreation settings when considering the proposed route additions, the existing NFTS, and other roads traveling through the Forest. Dust, noise, and motorized vehicle presence may impact non-motorized recreationists seeking a "quiet" recreation experience. Cumulatively under this alternative, 83.4 percent of the TNF would be affected by motorized use and would not be available for "quiet" recreation, less than the No Action Alternative and Alternative 5, but more than Alternatives 3, 4, and 6, and about equal to Alternative 7 (see Table 3.07-3). This alternative, combined with the past, present and reasonably foreseeable future actions, also has the potential to impact neighboring private and federal lands and wilderness areas. About 1,418 miles of NFTS open roads and proposed route additions would occur within ½ mile of neighboring private and federal lands and wilderness areas, more than Alternatives 3, 4, and 7, about equal to Alternative 6, but less than Alternatives 1 and 5 (see Table 3.07-11). The proposed route additions would add about two percent to the number of NFTS route miles occurring within ½ mile of neighboring private and federal lands. Overall, Alternative 2 would provide more beneficial cumulative effects to non-motorized recreation than the Alternatives 1 and 5, but less than the rest of the alternatives.

Alternative 2 would have beneficial cumulative effects to motorized recreation by increasing NFTS mileage available for motorized recreation. Proposed route additions contribute to a variety of riding

experiences as well as the continuity of the motor-touring opportunities. The route additions also provide loops, connectors, and access to a diversity of dispersed recreation activities which can benefit both motorized and non-motorized recreation opportunities by providing access to trailheads, dispersed campsites etc. As shown in Table 3.07-15, proposed road and trail additions and open NFTS roads would provide about 5,139.9 miles of motorized recreation opportunity. This alternative also establish 4 additional motorized "Open Areas" totaling 2,649 acres, providing positive direct, indirect and cumulative impacts to motorized recreation opportunities (see Table 3.07-9). Compared to the other alternatives, Alternative 2 provides fewer miles of opportunity than Alternatives 1 and 5, more than Alternatives 3, 4, and 7, and about the same as Alternative 6 (see Table 3.07-15). Alternative 2 would provide motorized access to a total of 182 dispersed recreation sites, providing a beneficial effect to motorized recreation opportunities. This alternative would provide the fourth most motorized access to dispersed recreation sites when compared to the other alternatives, behind Alternatives 1, 5 and 6 (see Table 3.07-10). Overall, compared to the other alternatives, Alternative 2 would provide more beneficial cumulative effects to motorized recreation than Alternatives 3, 4, and 7, and less than Alternatives 1, 5, and 6.

Alternative 3 – Cross Country Travel Prohibition Only –No Changes to the Existing NFTS

Alternative 3 has the potential to alter non-motorized recreation settings. Dust, noise, and motorized vehicle presence may impact non-motorized recreationists seeking a "quiet" recreation experience. Cumulatively under this alternative, 83.1 percent of the TNF would be affected by motorized use and would not be available for "quiet" recreation, less than any other alternative (see Table 3.07-3). This alternative, combined with the past, present and reasonably foreseeable future actions, also has the potential to impact neighboring private and federal lands and wilderness areas. About 1,384 miles of NFTS open roads occur within ½ mile of neighboring private and federal lands and wilderness areas, the fewest of any alternative (see Table 3.07-11). As this alternative proposes no new additions or changes to the existing NFTS, there is no increase from the current condition of open NFTS roads occurring within ½ mile of neighboring private and federal lands and wilderness areas. Overall, Alternative 3 would provide more beneficial cumulative effects to non-motorized recreation opportunities than any alternative, although Alternative 4 is quite similar.

Alternative 3 NFTS roads would provide about 5,081.2 miles of motorized recreation opportunity. No establishment of additional motorized "Open Areas" would be made under this alternative (see Table 3.07-9). Since there are no new "Open Areas" established (no change from the current management situation), there would be no direct, indirect, or cumulative effects to motorized recreation. Compared to the other alternatives, Alternative 3 would provide fewer miles of opportunities than any alternative (see Table 3.07-15). Alternative 3 would provide motorized access to no additional dispersed recreation sites (the least of any alternative), providing no beneficial effect to motorized recreation opportunities (see Table 3.07-10). Overall, Alternative 3 would provide the fewest miles of motorized opportunity, and it would not provide for motorized access to any additional dispersed sites beyond the existing condition.

Alternative 4 – Increased Resource Protection

Alternative 4 has the potential to alter non-motorized recreation settings when considering the proposed route additions, the existing NFTS, and other roads traveling through the Forest. Dust, noise, and motorized vehicle presence may impact non-motorized recreationists seeking a "quiet" recreation experience. Cumulatively under this alternative, 83.2 percent of the Tahoe NF would be affected by motorized use and would not be available for "quiet" recreation, less than any other alternative except Alternative 3 (see Table 3.07-3). Alternative 4, combined with the past, present and reasonably foreseeable future actions, also has the potential to impact neighboring private and federal lands and wilderness areas. About 1,398 miles of NFTS open roads and proposed route additions would occur within ½ mile of neighboring private and federal lands and wilderness areas, more than Alternative 3, about equal to Alternative 7, but less than rest of the alternatives (see Table 3.07-11). The proposed route additions would add about a one percent to the amount of open NFTS route miles occurring within ½ mile of neighboring private and federal lands. Overall, Alternative 4 would provide more beneficial cumulative effects to non-motorized recreation than any other alternative except Alternative 3, which has about the same amount.

Alternative 4 would have moderate beneficial cumulative effects to motorized recreation by increasing NFTS mileage available for motorized recreation. Proposed route additions contribute to a variety of riding experiences as well as the continuity of the motor-touring opportunities. The route additions also provide loops, connectors, and access to a diversity of dispersed recreation activities which can benefit both motorized and non-motorized recreation opportunities by providing access to trailheads, dispersed campsites etc. Proposed road additions and existing open NFTS roads would provide about 5106.9 miles of motorized recreation opportunity. No changes to the NFTS in regards to the establishment of motorized "Open Areas" would be made under this alternative (see Table 3.07-9). Since there are no new "Open Areas" established (no change from the current management situation), there would be no direct, indirect, or cumulative effects to motorized recreation. Compared to the other alternatives, Alternative 4 would provide the second least number of miles of any alternative (see Table 3.07-15), only Alternative 3 would provide fewer. Alternative 4 would provide motorized access to a total of 107 dispersed recreation sites, providing a beneficial effect to motorized recreation opportunities. This alternative would provide the third most limited motorized access to dispersed recreation sites when compared to the other action alternatives, only Alternatives 3 and 7 would provide fewer (see Table 3.07-10). Compared to the other alternatives, overall, Alternative 4 ties with Alternative 7 for the second-least potential beneficial cumulative impact on motorized users, only Alternative 3 provides less.

Alternative 5 – Increased Motorized Recreation Access plus Reopening Maintenance Level 1 and Temporary Roads

Alternative 5 has the potential to negatively alter non-motorized recreation settings when considering the proposed route additions, the existing NFTS, and other roads traveling through the Forest. Dust, noise, and motorized vehicle presence may impact non-motorized recreationists seeking a "quiet" recreation experience. Cumulatively under this alternative, 83.9 percent of the TNF would be affected by motorized

use and would not be available for "quiet" recreation, more than any other alternative, except the no action (see Table 3.07-3). This alternative, combined with the past, present and reasonably foreseeable future actions, also has the potential to impact neighboring private and federal lands and wilderness areas. About 1,447 miles of NFTS open roads and proposed route additions would occur within ½ mile of neighboring private and federal lands and wilderness areas, more than any alternative except the no-action alternative (including unauthorized routes) (see Table 3.07-11). The proposed route additions would provide for a four percent increase in the number of open NFTS route miles occurring within ½ mile of neighboring private and federal lands. Overall, when compared to the other action alternatives, Alternative 5 would provide more beneficial cumulative effects to non-motorized recreation than Alternative 1, but less than any of the rest of the alternatives.

Alternative 5 would have moderate beneficial cumulative effects to motorized recreation by increasing NFTS mileage available for motorized recreation. Proposed route additions contribute to a variety of riding experiences as well as the continuity of the motor-touring opportunities. The route additions also provide loops, connectors, and access to a diversity of dispersed recreation activities which can benefit both motorized and non-motorized recreation opportunities by providing access to trailheads, dispersed campsites etc. Proposed road additions and open NFTS roads would provide about 5,254.3 miles of motorized recreation opportunity. No additional motorized "Open Areas" would be established under this alternative (see Table 3.07-9). Since there are no new "Open Areas" established (no change from the current management situation), there would be no direct, indirect, or cumulative effects to motorized recreation. Compared to the other action alternatives, Alternative 5 would provide the second most number of miles of any alternative; only Alternative 1 would provide more (see Table 3.07-15). Alternative 5 would provide motorized access to a total of 188 dispersed recreation sites, providing a beneficial effect to motorized recreation opportunities. This alternative would provide the third most motorized access to dispersed recreation sites when compared to the other alternatives, only Alternatives 1 and 6 would provide more (see Table 3.07-10). Overall, compared to the other alternatives, Alternative 5 has more potential beneficial cumulative impact on motorized users than Alternatives 2, 3, 4, and 7, less than Alternative 1, and about equal potential as Alternative 6.

Alternative 6 – Preferred Alternative Motorized Access and Resource Protection

Alternative 6 has the potential to negatively alter non-motorized recreation settings through the use of proposed route additions, the existing NFTS, and other roads traveling through the Forest. Dust, noise, and motorized vehicle presence may impact non-motorized recreationists seeking a "quiet" recreation experience. Cumulatively under this alternative, 83.3 percent of the TNF would be affected by motorized use and would not be available for "quiet" recreation, more than Alternatives 3 and 4, but less than Alternatives 1, 2, 5, and 7 when compared to the other action alternatives (see Table 3.07-3). This alternative, combined with the past, present and reasonably foreseeable future actions, also has the potential to impact neighboring private and federal lands and wilderness areas. About 1,422 miles of NFTS open roads and proposed route additions would occur within ½ mile of neighboring private and federal lands and wilderness areas, which is more than Alternatives 3, 4, and 7, about equal to Alternative

2, but less than Alternatives 1 and 5 (see Table 3.07-11). The proposed route additions would provide for a three percent increase in the number of open NFTS route miles occurring within ½ mile of neighboring private and federal lands. Overall, Alternative 6 would provide more beneficial cumulative effects to non-motorized recreation than Alternatives 1, 2, and 5, less than Alternatives 3 and 4, and about an equal amount of beneficial effect as Alternative 7.

Alternative 6 would have moderate beneficial cumulative effects to motorized recreation by increasing NFTS mileage available for motorized recreation. Proposed route additions contribute to a variety of riding experiences as well as the continuity of the motor-touring opportunities. The route additions also provide loops, connectors, and access to a diversity of dispersed recreation activities which can benefit both motorized and non-motorized recreation opportunities by providing access to trailheads, dispersed campsites etc. Proposed road additions and open NFTS roads would provide about 5,153.2 miles of motorized recreation opportunity. This alternative also establishes 3 new motorized "Open Areas" totaling 244 acres, providing positive direct, indirect and cumulative impacts to motorized recreation opportunities (see Table 3.07-9). Compared to the other alternatives, Alternative 6 would provide the third most number of miles than any alternative, behind Alternatives 1 and 5 (see Table 3.07-15). Alternative 6 would provide motorized access to a total of 437 dispersed recreation sites, providing a substantial beneficial effect to motorized recreation opportunities. This alternative would provide the most motorized access to dispersed recreation sites behind Alternative 1 (see Table 3.07-10). Overall, compared to the other alternatives, Alternative 6 provides more potential beneficial cumulative impacts to motorized users than Alternatives 2, 3, 4, and 7, less than Alternative 1, and about equal potential as Alternative 5.

Alternative 7 – Proposed Action as identified in the Notice of Intent (NOI)

Alternative 7 has the potential to negatively alter non-motorized recreation settings through the use of proposed route additions, the existing NFTS, and other roads traveling through the Forest. Dust, noise, and motorized vehicle presence may impact non-motorized recreationists seeking a "quiet" recreation experience. Cumulatively under this alternative, 83.4 percent of the TNF would be affected by motorized use and would not be available for "quiet" recreation, which is more than Alternatives 3 and 4, but less than Alternatives 1, 5, and 6, and about equal to Alternative 2 when compared to the other alternatives (see Table 3.07-3). This alternative, combined with the past, present and reasonably foreseeable future actions, also has the potential to impact neighboring private and federal lands and wilderness areas. About 1,403 miles of NFTS open roads and proposed route additions would occur within ½ mile of neighboring private and federal lands and wilderness areas, more than Alternative 3, about equal to Alternative 4, but less than rest of the alternatives (see Table 3.07-11). The proposed route additions would provide for a one percent increase in the number of open NFTS route miles occurring within ½ mile of neighboring private and federal lands. Overall, Alternative 7 would provide more beneficial cumulative effects to non-motorized recreation than Alternatives 1, 2, and 5, less than Alternatives 3 and 4, and about an equal amount of beneficial effect as Alternative 6.

Alternative 7 would have moderate beneficial cumulative effects to motorized recreation by increasing NFTS mileage available for motorized recreation. Proposed route additions contribute to a

variety of riding experiences as well as the continuity of the motor-touring opportunities. The route additions also provide loops, connectors, and access to a diversity of dispersed recreation activities which can benefit both motorized and non-motorized recreation opportunities by providing access to trailheads, dispersed campsites etc. Proposed road additions and open NFTS roads would provide about 5118.2 miles of motorized recreation opportunity. No additional "Open Areas" would be established under this alternative (see Table 3.07-9). Since there are no new "Open Areas" established (no change from the current management situation), there would be no direct, indirect, or cumulative effects to motorized recreation. Compared to the other action alternatives, Alternative 7 would provide the third least number of miles of any alternative, only Alternatives 3 and 4 would provide fewer (see Table 3.07-15). Alternative 7 would provide motorized access to a total of 29 dispersed recreation sites, providing a beneficial effect to motorized recreation opportunities. Compared to the other alternatives, this alternative would provide the second least motorized access to dispersed recreation sites, only better than Alternative 3 (see Table 3.07-10). Overall, compared to the other alternatives, Alternative 7 holds more potential beneficial cumulative impact on motorized users than Alternative 3, about equal potential as Alternative 4, and less than the rest of the alternatives.

Compliance with the Forest Plan and Other Direction

Tahoe NF Land and Resource Management Plan

Alternative 1 implements the TNF LRMP, which allows cross country motorized travel on most land allocations. However, the LRMP, as written, is not in compliance with the Travel Management Rule. No motor vehicle use map would be produced.

No ROS plan amendments would be needed for any alternatives because all routes proposed for addition to the NFTS comply with the ROS class in the associated management area. No proposed route additions in the action alternatives would be located in primitive or semi-primitive non-motorized ROS classes. All proposed route additions would be located in semi-primitive motorized, roaded natural, or rural ROS classes.

Alternatives 2, 5, and 6 would require a Forest Plan amendment to lift the seasonal deer winter range restrictions in Management Area 84, Humbug Sailor. Alternative 2 increases the duration of all motorized activity on ML 2 native surface roads and trails in MA 84 by seven months. Alternatives 5 and 6 increase the duration of use by two and three months respectively since these areas are also limited by wet weather restrictions. The action alternatives comply with all other Forest Plan standards and guidelines, as well as any state or Federal regulatory direction identified in the regulatory framework section.

Visual Resources

Introduction

This section of the Motorized Travel Management EIS examines the extent to which alternatives respond to visual resources management direction established in the TNF Land and Resource Management Plan

(LRMP) and the Travel Management (TM) Rule. The LRMP visual resources direction was established under the implementing regulations of the National Forest Management Act (NFMA).

During development of the Tahoe National Forest's LRMP, the Forest's visual resources were inventoried to determine the landscape's scenic attractiveness (variety class inventory) and the public's visual expectations (sensitivity level inventory). Based upon these inventories, visual quality objectives (VQOs) were established for all Forest land areas. The VQOs establish minimum acceptable thresholds for landscape alterations from an otherwise natural-appearing forest landscape. For example, areas with a retention VQO are expected to retain a natural appearance; areas with a partial retention VQO may have some alterations, but they remain subordinate to the characteristic landscape; areas with a modification VQO can have alterations that do not look natural appearing.

Roads and trails create linear alterations in landscapes that can be mitigated through sound design. Unmitigated, they present uncharacteristic line qualities in forest landscapes. Landscapes with a dense canopy cover have the capability of masking these linear alterations; sparsely covered landscapes have less capability. The proliferation of unauthorized routes, particularly in sparsely covered landscapes, can adversely affect the Forest's visual resources.

Analysis Framework: Statute, Regulation, Forest Plan, and Other Direction

Direction relevant to the proposed action as it affects visual resources includes:

National Forest Management Act: The NFMA, and its implementing regulations, required the inventory and evaluation of the Forest's visual resource, addressing the landscape's visual attractiveness and the public's visual expectations. Management prescriptions for definitive lands areas of the forest are to include visual quality objectives.

Travel Management Rule: The TM Rule does not cite aesthetics specifically, but in the designation of trails or areas, the responsible official shall consider effects on forest resources, with the objective of minimizing effects of motor vehicle use.

Tahoe NF LRMP: The LRMP contains direction for visual resource management. On page V-7 , the LRMP states: Maintain visual quality at the VQO level specified in each management area, as a minimum, but maintain higher visual quality wherever practical and compatible with other goals. The TNF LRMP also contains specific management area direction for visual resources. For the full list of Forestwide standards and guidelines for visual resource management, see the LRMP, page V-24 and V-25.

In addition to the above forestwide standards and guidelines, each management area is assigned a VQO or a range of VQOs to guide decisions and resource management activities. The Forest VQO map, shown in the following figure, was used in the effects analysis for this project. See the LRMP for standards and guidelines specific to each management area. Refer to Figure 3.07-1 for a map of the VQOs of the area.

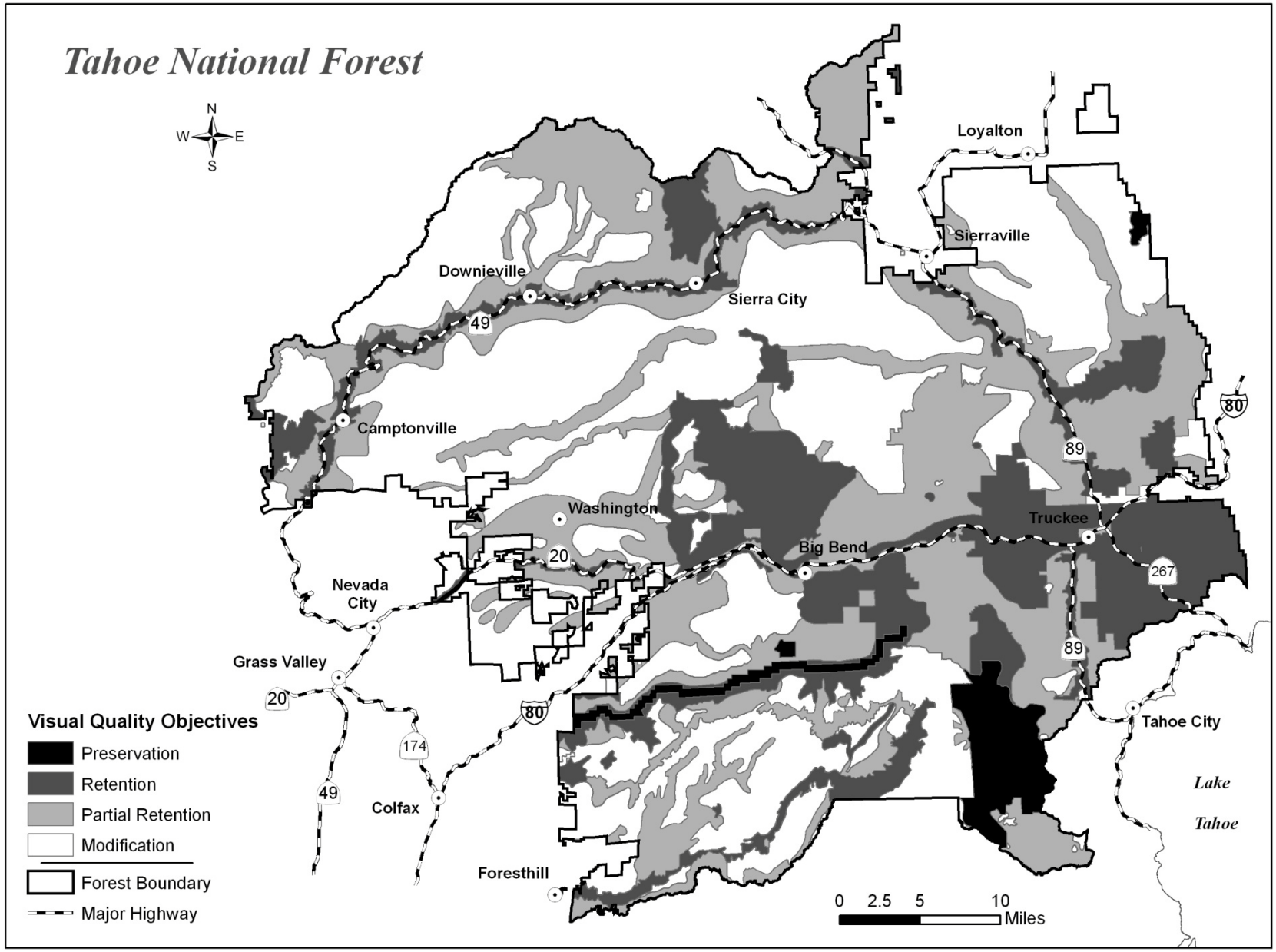

Figure 3.07-1. Tahoe National Forest Visual Quality Objectives

Effects Analysis Methodology

This analysis was completed using the framework outlined in USDA Forest Service Handbook: The Visual Management System (USDA Forest Service, 1974). Non-characteristic line quality created by trail routes is the greatest impact to the visual resources from the proposed alternatives. Roads and trails can create changes to a naturally appearing landscape by introducing noticeable deviations to the characteristic form, line, color or texture of a landscape. The location and design of these routes can significantly reduce their visual impact.

The proposed alternatives have the potential to affect the visual resource. VQO compliance was based on map review and on-the-ground knowledge of topography and vegetation of the area. Representative route addition samples were also field checked to verify VQO compliance. VQO compliance of proposed unauthorized route additions is documented in the project record. The "Assumptions specific to visual resources analysis" section lists assumptions used to determine VQO compliance. To determine the visual effects of the alternatives overall, geographic information system (GIS) was used to analyze the alternatives in regards to key viewshed locations and VQOs assigned to the area. Effects to key viewsheds and compliance with retention and partial retention VQOs are measurement indicators for this analysis.

VQOs provide direction for visual resources to determine the level of acceptable change for the landscape and are established in the TNF LRMP. This analysis uses VQOs to determine if the alternatives meet Forest Plan standards and guidelines by comparing the degree of alterations from an otherwise natural-appearing forest landscape. The TNF LRMP and Agriculture Handbook Number 462 provide definitions for the VQOs used for the visual management of lands administered by the TNF NF:

Preservation VQO – This VQO provides for ecological changes only. Management activities, except for very low visual impact recreation facilities, are prohibited.

Retention VQO – Activities are not evident to the casual forest visitor. This VQO provides for management activities that are not visually evident. Under retention, activities may only repeat form, line, color, and texture which are frequently found in the characteristic landscape.

Partial Retention VQO – Activities may be evident but must remain subordinate to the characteristic landscape. Activities may also introduce form, line, color, or texture which are found infrequently or not at all in the characteristic landscape, but they should remain subordinate to the visual strength of the characteristic landscape.

Modification VQO – Activities may dominate, but must utilize naturally-established form and texture. These areas should appear natural when viewed in foreground or middleground situations.

Maximum Modification VQO – Activities may dominate, but should appear as a natural occurrence when viewed in background situations.

Assumptions specific to visual resources analysis:

- Based upon the review of Tahoe LRMP, the basic measurement indicator for the visual resources is compliance with the retention and partial retention VQOs.
- As stated in the LRMP EIS, the TNF exhibits diverse and distinctive landscape qualities suited to scenic appreciation. An indication of these scenic qualities is the inclusion by California of all four

major roads that traverse the Forest – State Highways 20, 49, 89 and Interstate 80 – in the Master Plan of State Highways Eligible for Official Scenic Highway Designation. Currently, California has designated portions of Highway 20 and 49 as State Scenic Highways. These routes will be used as Key Viewsheds for this analysis.

- The preservation VQO occurs only in the designated (Granite Chief) Wilderness Area and along the North Fork of the American Wild and Scenic River; motorized access is not authorized in either area.
- NFTS additions are generally low impact roads or trails, which easily meet the modification and/or maximum modification VQO. These VQOs allow for activities, such as roads and trails, which dominate the characteristic landscape but utilize naturally-established form and texture.
- The visual resource would benefit from the elimination of dead-end routes.
- The prohibition of cross country travel would have a beneficial effect on scenery. Travel routes would naturally rehabilitate over time as uncharacteristic linear features and lighter colored soils would become less visible.
- Changing the road use, season of use, or vehicle class on existing NFTS roads would have no effect on scenery. The uncharacteristic linear feature or contrast is the potential visual impact, not the type or season of use.

Data Sources

- Tahoe National Forest LRMP for distribution of VQOs and identification of scenic viewsheds
- Forest's National Visitor Use Monitoring (NVUM) report to determine the popularity of viewing scenery or driving for pleasure.
- Recreation Facility Analysis for deriving recreation program niche
- Forest Service Handbook 462 – The Visual Management System

Visual Resources Indicators

Measurement Indicator 1: The extent to which the proposed NFTS additions fall within the retention and partial retention VQOs (number of miles traversing landscapes that are to remain natural to near-natural appearing in character).

Measurement Indicator 2: Number of key viewsheds that are or have the potential to be affected by motorized vehicle travel. Retention and partial retention VQOs are generally assigned to key viewsheds. For each alternative determine if proposed NFTS additions are in compliance with VQOs assigned to the key viewsheds.

Visual Resources Methodology by Management Action

1. Direct/indirect effects of the prohibition of cross country motorized vehicle travel.

2. Direct/indirect effects of adding facilities (presently unauthorized roads, trails, and "Open Areas") to the NFTS.

Short-term timeframe: 1 year

Long-term timeframe: 20 years, the approximate length of time for natural rehabilitation of unauthorized routes.

Spatial boundary: The "viewshed" is the unit of spatial analysis when considering effects associated with changes in the NFTS or season of use. Viewsheds encompass lands generally seen from a travel route or use point such as a campground. The following travel routes and their associated viewsheds have been identified as key viewsheds for this analysis: State Highways 20, 49, 89 and Interstate 80.

Indicator(s): The extent to which the proposed NFTS addition falls within the retention and partial retention VQOs (number of miles traversing landscapes that are to remain natural to near-natural appearing in character).

Methodology: VQO compliance was based on map review and on-the-ground knowledge of topography and vegetation of the area. Representative samples were also field checked to verify VQO compliance. GIS analysis of added routes in relation to retention and partial retention VQOs was also completed.

Rationale: Compliance with the retention and partial retention visual quality objectives (VQOs).

3. Direct/indirect effects of changes to the existing NFTS [including vehicle class, season of use, or reopening Maintenance Level 1 (ML 1) roads, and amendments to the Forest Plan].

Short-term timeframe: 1 year

Long-term timeframe: 20 years, the approximate length of time for natural rehabilitation of unauthorized routes.

Spatial boundary: The "viewshed" is the unit of spatial analysis when considering effects associated with changes in the NFTS or season of use. Viewsheds encompass lands generally seen from a travel route or use point such as a campground. The following travel routes and their associated viewsheds have been identified as key viewsheds for this analysis: State Highways 20, 49, 89 and Interstate 80.

Indicator(s): The extent to which the proposed NFTS falls within the retention and partial retention VQOs (number of miles traversing landscapes that are to remain natural to near-natural appearing in character). Changing the road use, season of use, or vehicle class on existing NFTS roads would have no effect on scenery.

Methodology: VQO compliance was based on map review and on-the-ground knowledge of topography and vegetation of the area. Representative samples were also field checked to verify VQO compliance. GIS analysis of added routes in relation to retention and partial retention VQOs was also completed.

Rationale: Compliance with the retention and partial retention visual quality objectives (VQOs).

4. Cumulative Effects.

Short-term timeframe: Not applicable; cumulative effects analysis will be done only for the long-term time frame.

Long-term timeframe: 20 years, the approximate length of time for natural rehabilitation of unauthorized routes.

Spatial boundary: The "viewshed" is the unit of spatial analysis for determining cumulative effects. Viewsheds encompass lands generally seen from a travel route or use point such as a campground.
Indicator(s): Number of key viewsheds that are or have the potential to be affected by motor vehicle travel.
Methodology: Identify key forest viewsheds (scenic byway corridors, etc). The following travel routes and their associated viewsheds have been identified as key viewsheds for this analysis: State Highways 20, 49, 89 and Interstate 80. Identify whether any of these key viewsheds are or have the potential to be affected by motor vehicle travel.
Rationale: Compliance with the retention and partial retention visual quality objectives (VQOs). Retention and partial retention VQOs are generally assigned to key forest viewsheds.

Visual Resources: Affected Environment

Americans highly value scenery, or visual quality, within the National Forests. Natural appearing forests offer scenes, which are valued as recreational settings and living environments. Such settings contribute to the well-being of many individuals in today's complex and fast-paced society. Conservation of the naturally established scenic character of these settings is the primary goal of visual management on all National Forests.

The Tahoe National Forest's 836,000 acre expanses of winding river canyons include the 38.3-mile North Fork American Wild and Scenic River, and the Granite Chief Wilderness area. The Forest scenery is known for its diversity, ruggedness, and semi-primitive character. An abundance of scenic river canyons and mountain crests offer high-quality settings for a growing number of recreation pursuits. Such pursuits include camping, picnicking, sightseeing from motor vehicles, river running and hiking.

Much of the Forest is visible from areas where users have a high concern for scenic values. Most of these areas have been assigned retention and partial retention VQOs but may have other VQOs also assigned. The Forest has a high portion of lands with steep to moderately steep slopes and soil colors that can sharply contrast with its green forests and other more subtle vegetative patterns. Thus, its overall capability to retain a natural appearance when altered is relatively low. Although roads and trails cause visual contrasts noticeable on the landscape, as described above, they often provide the platform for viewing scenery and other natural features. The top participating activity by Forest visitors based on 2005 National Visitor Use Monitoring Data (NVUM) was: viewing natural features with approximately 54 percent participating. Viewing natural features was the main activity for approximately 6 percent of visitors. Other popular activities included: relaxing, hiking-walking, viewing wildlife, and driving for pleasure. Driving for pleasure was the sixth most popular activity with about 16 percent of Forest visitors reporting participation in this activity. Extensive motorized vehicle use occurs forestwide on the existing road system.

Visual impacts from motorized off-highway vehicle use include unimproved roads and trails, which often create linear alterations on the landscape that have the potential to be viewed by Forest visitors looking from other locations or by Forest visitors traveling on the route itself. Roads and trails, when viewed from another location, have the potential to create negative visual impacts by introducing non-

characteristic linear features on a non-linear landscape with color contrasts from exposed soils on the routes and high use areas. Due to topographic and vegetative screening, seen during field review, these deviations are not noticeable in key viewsheds from the travel routes identified in this analysis. In most cases, the visual impact is a short duration view of a low impact unimproved road or trail intersecting the road or highway. These low impact intersections are generally not evident to the casual Forest visitor, or, if they are evident, they remain subordinate to the characteristic landscape. The deviations from the characteristic landscape caused by motorized off-highway vehicle use are most noticeable to the person riding on the road or trail. No unauthorized inventoried routes are identified in key viewsheds and the routes will meet the allocated VQO when viewed from the unauthorized route itself.

Key Viewsheds

Four highways traversing the Forest were identified by the State of California as eligible State Scenic Highways; namely Highways 20, 49, 89, and Interstate 80. As designated in the LRMP, the foreground distance zones of these routes are generally managed with a retention VQO in the foreground and partial retention for middle-ground viewing distances.

Visual Quality Objectives (VQOs)

Table 3.07-16 shows the acreage distribution of the retention and partial retention VQOs on the TNF. These objectives are used to define the amount of acceptable landscape alteration for a particular project.

Table 3.07-16. Forest acres and mileage of inventoried unauthorized routes and closed NFTS roads still receiving motorized use by retention and partial retention visual quality objectives (National Forest System lands only)

Visual Quality Objective	Acres	Percent of total Forest acres	Mileage of inventoried unauthorized and closed NFTS motorized routes still receiving motorized use
Retention	142,587	17	236.5
Partial Retention	316,438	38	545.3
Totals	**+/-836,000**	**100**	**1698.3**

Acreages may vary from Forest Plan totals due to National Forest land ownership changes

Visual Resources: Environmental Consequences

See the effects methodology section above regarding how this analysis was conducted. Vehicle class, season of use, and the amendment to the TNF LRMP will not be addressed in the discussion of environmental consequences by alternative since they do not affect the visual quality of the Forest. The alternatives will discuss the affects on visual resources based on the methodology listed previously. Table 3.07-17 compares the mileage of proposed unauthorized road and trail route additions in retention and partial retention VQOs by alternative. Also shown is the mileage of ML 1 roads proposed to be reopened in retention and partial retention VQOs by alternative. Mileage of roads with proposed mixed use is not included in this table. All other proposed unauthorized route additions are located in modification VQO.

Table 3.07-17. Miles of route added to the NFTS in retention and partial retention VQO

Action type	Indicator - Visual Resources	Miles of Unauthorized Routes Added to the NFTS/ Re-opened ML1 Roads						
		Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6	Alt 7
Additions to the NFTS	Retention VQO	N/A[a]	9.9	0.0	5.3	11.0	9.4	6.7
	Partial Retention VQO	N/A[a]	35.7	0.0	14.2	43.0	37.8	21.5
Reopening ML 1 Roads to motorized use	Retention VQO	N/A[a]	0.0	0.0	0.1	2.5	0.1	0.1
	Partial Retention VQO	N/A[a]	0.0	0.0	0.0	16.0	0.8	0.0
Subtotal Mileage of routes added to the NFTS in Retention or Partial Retention VQO		**N/A[a]**	**45.6**	**0**	**19.6**	**72.5**	**48.0**	**28.3**

[a] Under Alternative 1 no changes or additions to the NFTS would be made, but unauthorized routes would continue to be used and cross country motorized vehicle travel would continue.

Totals may include slight errors due to rounding.

Direct and indirect effects

Alternative 1 – No Action

Under the No Action Alternative, the existing condition as described in the affected environment section would continue. It provides a baseline for comparing other alternatives while no changes would be made to the NFTS. Motor vehicle travel by the public would not be limited to designated routes.

Prohibition of cross country wheeled motorized vehicle travel. Under Alternative 1, cross country motorized vehicle travel would not be prohibited. Approximately 1,698.3 miles of unauthorized routes and closed NFTS roads still receiving some motorized use (236.5 miles within Retention VQO and 545.3 miles within Partial Retention VQO) would continue to be used and would not naturally rehabilitate over time. Attempting to quantify effects associated with potential future cross country travel is speculative because it is impossible to predict exactly where, when, or how cross country motorized use would occur. Cross country travel has the potential to impact retention and partial retention VQO areas, which are managed as natural to near-natural appearing in character. In the short-term, due to topographic and vegetative screening, the uncharacteristic linear and color effects typically associated with cross country motorized travel would not be noticeable in the key viewsheds identified for this analysis. However visual impacts from cross country motorized use may be noticeable in areas outside of these viewsheds which are assigned retention or partial retention VQO. In the long term, the potential of new motorized cross country routes developing in key viewsheds would increase. Cross country motorized travel in areas with sparse vegetation would be more visible to Forest visitors and the uncharacteristic linear features and lighter colored exposed soils would have a negative effect on the visual resource. In most cases, uncharacteristic linear features seen on the landscape would not meet retention or partial retention VQO. In the long-term, the public would notice more impacts to visual resources from cross country motorized travel and anticipated development of additional unauthorized routes. User-created routes would continue to be used by all motorized vehicles. Cross country motor vehicle travel would continue, therefore

Alternative 1 has the greatest visual impact to the natural-appearing landscape when compared to the other alternatives.

Adding facilities (presently unauthorized roads, trails, and "Open Areas") to the NFTS and changes to the NFTS. No additions or changes to the existing NFTS would be made under Alternative 1 so there would be no direct or indirect effects to scenery from these actions.

Alternative 2 – Increased Motorized Recreation and Access Opportunities

Alternative 2 adds 59.6 miles of unauthorized routes to the NFTS, establishes four new "Open Areas" totaling 2,649 acres, and prohibits cross country motorized travel. In this alternative, no Maintenance Level 1 (ML 1) roads would be reopened to motorized use.

Prohibition of cross country wheeled motorized vehicle travel. The prohibition of cross country motorized vehicles would not be noticeable in the short-term as the natural rehabilitation of unauthorized routes would take longer than one year. The visual impact from unauthorized routes may be noticeable until these areas naturally rehabilitate. Most unauthorized routes and their associated visual impacts are not noticeable in key viewsheds due to topographic and vegetative screening. If unauthorized motorized routes intersect the road or highway, a short duration view of a low impact, unimproved road or trail may be noticeable until the route naturally rehabilitates. In the long term, unauthorized motorized vehicle routes and impact areas would naturally rehabilitate.

The effects of this action on visual resources would result in a more natural-appearing landscape. Compared to the No Action Alternative (Alternative 1), the landscape would, overall, have higher scenic integrity than currently exists with less evidence of human activity over time.

Adding facilities (presently unauthorized roads, trails, and "Open Areas") to the NFTS. Alternative 2 proposes about 9.9 miles of unauthorized route additions in retention VQO and about 35.7 miles in the partial retention VQO. Where proposed route additions intersect the road or highway in key viewsheds, views of a low impact, unimproved road or trail may occur for short durations, but these intersections generally would not be noticeable to the casual Forest visitor. The visual effects from these proposed route additions meet the retention and partial retention VQOs. The key viewsheds identified for this analysis would not be affected by the proposed unauthorized route additions under this alternative.

Alternative 2 establishes 2,649 acres of new motorized "Open Areas" areas in the Greenhorn area (60 acres) and Prosser, Boca, Stampede Reservoir areas (2,589 acres). The Greenhorn area is located in partial retention VQO area when seen in the middleground of Highway 20 and Interstate 80. Prosser, Boca and Stampede areas would be seen in the foreground of the reservoirs and fall within potential middleground views from Highway 89 and Interstate 80. The "Open Areas" at Boca, Prosser and Stampede Reservoirs would allow motorized travel below the high water mark resulting in temporary uncharacteristic linear effects which may be noticeable from within the reservoirs and nearby access roads; however, the OHV areas would not be visible in the identified key viewsheds because of topographic and vegetative screening. Since the trails and OHV use in these areas would not be noticeable in the key viewsheds identified for this analysis, the VQOs assigned to these proposed areas would be met.

Changes to the NFTS. This action would cause no change in effects for visual resources as it is assumed that existing NFTS roads, with road template, are already in place. Changing the road use, season of use, or vehicle class allowed to access the route would have no effect on scenery. In Alternative 2, no ML 1 roads (or road segments) would be reopened to motorized use.

Alternative 3 – Cross country Motorized Travel Prohibition Only – No Changes to the Current NFTS

Alternative 3 prohibits cross country motorized travel and proposes no additions to the existing system of roads and trails.

Prohibition of cross country wheeled motorized vehicle travel. The prohibition of cross country motorized vehicles would not be noticeable in the short-term as the natural rehabilitation of unauthorized routes would take longer than one year. The visual impact from unauthorized routes may be noticeable until these areas naturally rehabilitate. Most unauthorized routes and their associated visual impacts are not noticeable in key viewsheds due to topographic and vegetative screening. If unauthorized motorized routes intersect the road or highway, a short duration view of a low impact, unimproved road or trail may be noticeable until the route naturally rehabilitates. In the long term, unauthorized motorized vehicle routes and impacted areas would naturally rehabilitate. Alternative 3, when compared to the other alternatives, would have the least impact to visual resources as most unauthorized motorized routes would naturally rehabilitate over time, resulting in a more natural-appearing landscape.

Adding facilities (presently unauthorized roads, trails, and "Open Areas") to the NFTS and changes to the NFTS. Alternative 3 proposes no additions or changes to the existing NFTS. In the long term the landscape viewed from existing system roads and trails would be more natural-appearing.

Alternative 4 – Increased Resource Protection

Alternative 4 adds about 26.3 miles of unauthorized routes as roads or trails and reopens one ML 1 road (0.1 miles). No motorized "Open Areas" would be established.

Prohibition of cross country wheeled motorized vehicle travel. The effects on visual resources from the prohibition of cross country motorized vehicles under Alternative 4 would be the same as those described for Alternative 2. See the direct and indirect effects of the prohibition of cross country motorized vehicle travel section under Alternative 2. The effects of this action on visual resources would result in a more natural-appearing landscape. Compared to the No Action Alternative (Alternative 1), the landscape would, overall, have higher scenic integrity than currently exists with less evidence of human activity over time.

Adding facilities (presently unauthorized roads, trails, and "Open Areas") to the NFTS. Alternative 4 proposes 5.3 miles of unauthorized route additions in the retention VQO and 14.2 miles in the partial retention VQO. The visual effects from these proposed unauthorized route additions would achieve the retention and partial retention VQOs. Where proposed route additions would intersect a road or highway, views of a low impact, unimproved road or trail may occur for short durations, but these intersections generally would not be noticeable to the casual Forest visitor. The key viewsheds identified for this analysis would not be affected by the proposed unauthorized route additions under this alternative.

The addition of unauthorized roads and trails under this alternative would have similar effects as those described under Alternative 2, but to a more beneficial degree due to fewer miles of additions to the NFTS and no "Open Areas" would be established in retention and partial retention VQO.

Changes to the NFTS. The effects on visual resources from this action would be the same as those described for Alternative 2 except that 0.1 mile of ML 1 road would be reopened within the retention VQO. Where this ML 1 Road would intersect a road or highway, views of a low impact, unimproved road or trail may occur for short durations, but would not be noticeable to the casual Forest visitor. The key viewsheds identified for this analysis would not be affected by this proposed change to the existing NFTS. The changes to the existing NFTS under Alternative 4 would have similar effects as those described under Alternative 2, only slightly greater.

Alternative 5 – Increased Motorized Recreation Plus Reopening Maintenance Level 1 and Temporary Roads

Alternative 5 prohibits cross country motorized travel, adds 80.4 miles of unauthorized routes as roads or trails, and reopens portions of 113 ML 1 roads (93.4 total miles). No new motorized "Open Areas" would be established.

Prohibition of cross country wheeled motorized vehicle travel. The effects on visual resources from the prohibition of cross country motorized vehicles under Alternative 5 would be the same as those described for Alternative 2. See the direct and indirect effects of the prohibition of cross country motorized vehicle travel section under Alternative 2. The effects of this action on visual resources would result in a more natural-appearing landscape.

Adding facilities (presently unauthorized roads, trails, and "Open Areas") to the NFTS. Alternative 5 proposes about 11 miles of unauthorized route additions in the retention VQO and about 43 miles in the partial retention VQO. The addition of unauthorized roads and trails under Alternative 5 would have similar impacts to the visual resource as those described under Alternative 2 but the negative impact to the visual resource would be slightly greater. See the direct and indirect effects of adding facilities to the NFTS section under Alternative 2. The visual effects from these proposed route additions would achieve the retention and partial retention VQOs. The key viewsheds identified for this analysis would not be affected by the proposed unauthorized route additions under this alternative.

Changes to the NFTS. The effects on visual resources from implementing Alternative 5 would be similar to those described for Alternative 2; however, Alternative 5 proposes to reopen 2.5 miles of ML 1 roads within the retention VQO and 16 miles of ML 1 roads within the partial retention VQO. The visual effects from these proposed changes to the NFTS would achieve the retention and partial retention VQOs. The key viewsheds identified for this analysis would not be affected by the proposed unauthorized route additions under this alternative. The addition of reopening ML 1 roads and trails under this alternative would have similar effects as those described under Alternative 2, but the negative impact to the visual resource would be greater.

Alternative 6 – Preferred Alternative – Motorized Access and Resource Protection

Alternative 6 prohibits cross country motorized travel, adds 61.4 miles of unauthorized routes to the NFTS, establishes 244 acres of new motorized "Open Areas" in the Boca, Prosser, and Stampede area, and reopens thirteen ML 1 roads totaling 11.4 miles.

Prohibition of cross country wheeled motorized vehicle travel. The effects on visual resources from the prohibition of cross country motorized vehicles under Alternative 6 would be the same as those described for Alternative 2. See the direct and indirect effects of the prohibition of cross country motorized vehicle travel section under Alternative 2. The effects of this action on visual resources would result in a more natural-appearing landscape.

Adding facilities (presently unauthorized roads, trails, and "Open Areas") to the NFTS. The addition of unauthorized roads, trails, and areas under Alternative 6 would have similar effects as those described under Alternative 2 but to a slightly greater degree. See the direct and indirect effects of adding facilities to the NFTS section under Alternative 2.

Alternative 6 proposes about 9.3 miles of unauthorized route additions in the retention VQO and about 37.8 miles in the partial retention VQO. The visual effects from these proposed route additions would achieve the retention and partial retention VQOs. The key viewsheds identified for this analysis would not be affected by the proposed unauthorized route additions under this alternative.

Alternative 6 also establishes about 244 acres of new off-highway vehicle (OHV) motorized "Open Areas" areas in the Prosser, Boca, Stampede Reservoir areas. Prosser, Boca and Stampede areas would be seen from the foreground of the reservoirs and fall in potential middleground views from Highway 89 and Interstate 80. These proposed "shoreline" "Open Areas" would allow motorized travel below the high water mark in the reservoir resulting in minor-temporary uncharacteristic linear and color effects which may be noticeable from within the reservoirs and nearby access roads; however, the OHV "Open Areas" would not be visible in the identified key viewsheds because of topographic and vegetative screening. Since the motorized use in these areas would not be noticeable in the key viewsheds identified for this analysis, the VQOs assigned to these proposed areas would be met.

Changes to the NFTS. The effects on visual resources from this action would be the similar as those described for Alternative 2. However, 0.1 miles of ML 1 roads are proposed to be reopened within the retention VQO and 0.8 miles within the partial retention VQO. The visual effects from these proposed changes to the NFTS would achieve the retention and partial retention VQOs. The key viewsheds identified for this analysis would not be affected by the proposed unauthorized route additions under this alternative. The addition of reopening ML 1 routes under this alternative would have similar effects as those described under Alternative 2 but the impacts to the visual resource would be slightly greater.

Alternative 7 – Proposed Action as Identified in the Notice of Intent (NOI)

Alternative 7 prohibits cross country motorized travel, adds 36.7 miles of unauthorized routes as motorized trails, and reopens 1.1 miles of ML 1 road on two roads. No new motorized "Open Areas" would be established.

Prohibition of cross country wheeled motorized vehicle travel. The effects on visual resources from the prohibition of cross country motorized vehicles under Alternative 7 would be the same as those described for Alternative 2. See the direct and indirect effects of the prohibition of cross country motorized vehicle travel section under Alternative 2. The effects of this action on visual resources would result in a more natural-appearing landscape than Alternative 1.

Adding facilities (presently unauthorized roads, trails, and "Open Areas") to the NFTS. Alternative 7 proposes approximately 6.7 miles of unauthorized route additions (motorized trails) in the retention VQO and about 21.5 miles in the partial retention VQO. The visual effects from these proposed additions would achieve the retention and partial retention VQOs. Where proposed route additions intersect a road or highway, views of a low impact, unimproved road or trail may occur for short durations, but these intersections generally would not be noticeable to the casual Forest visitor. The key viewsheds identified for this analysis would not be affected by the proposed additions under this alternative. The addition of unauthorized roads and trails and under this alternative would have similar effects as those described under Alternative 2.

Changes to the NFTS. The effects on visual resources from this action would be similar to those described for Alternative 4 since both alternatives reopen 0.1 miles of ML 1 road within the retention VQO. The visual effects from these proposed changes to the NFTS would achieve the retention and partial retention VQOs.

Cumulative Effects

Alternative 1 – No Action

The cumulative effects analysis for scenery considers the impact of the alternatives when combined with past, present, and reasonably foreseeable future actions and events. The following travel routes and their associated viewsheds have been identified as key viewsheds for this analysis: State Highways 20, 49, 89 and Interstate 80. Retention and partial retention VQOs are assigned to these key viewsheds. In analyzing cumulative effects of Motorized Travel Management, the TNF considered effects from all present and reasonably foreseeable future actions that have potential for changing road density within the analysis area. These actions affecting the visual resource include: new road construction, reconstruction, decommissioning and/or adding roads to the Forest transportation system. Impacts from human activities are primarily the result of past logging, road building, and, to a lesser extent, mining activity. Most of the Forest has a natural appearance, while the remainder appears altered. Most of the strong visual contrasts occur either in the background distance zone or out of sight of major highways, trails, or recreation areas.

Since cross country motorized travel would continue under Alternative 1, the unpredictable proliferation of user-created routes would continue. The present and reasonably foreseeable future activities would continue to form the landscape aesthetics and recreation opportunities. Recreation activities and developments and travel management activities, including the NFTS, most often form the viewing platform and opportunities for viewing scenery. Any new road construction, reconstruction, decommissioning and/or adding roads to the Forest transportation system are expected to meet the VQOs assigned to the management area in which they occur. Abandoning, closing or decommissioning roads

generally results in a more naturally appearing landscape. Most of the strong visual contrasts would continue to occur either in the background distance zone, in areas not assigned retention or partial retention VQO, or out of sight of major highways, trails, or recreation areas. Although the majority of the Forest would continue to have a natural appearance, it is anticipated that the No Action Alternative along with the past, present, and reasonably foreseeable future actions would result in an increase in Forest lands which appear altered.

Action Alternatives

See the cumulative effects section under Alternative 1 for the past, present, and reasonably foreseeable future actions considered and other information on how the cumulative effects analysis was conducted.

Alternatives 2, 4, 5, 6, and 7. The present and reasonably foreseeable future activities would continue to form the landscape aesthetics and recreation opportunities. Recreation activities and developments and travel management activities, including the NFTS, most often form the viewing platform and opportunities for viewing scenery. Any new road construction, reconstruction, decommissioning and/or adding routes to the Forest transportation system are expected to meet the VQOs assigned to the management area in which they occur. Abandoning, closing or decommissioning roads generally results in a more naturally appearing landscape.

The majority of the Forest would continue to have a natural appearance. Areas visually impacted by unauthorized motorized routes would continue to rehabilitate over time resulting in a more natural-appearing landscape. It is anticipated that implementation of this alternative along with the past, present, and reasonably foreseeable future actions would result in no cumulative effects to visual resources. With cross country motorized travel prohibited, the unpredictable proliferation and concentration of unauthorized routes would end. The landscapes viewed in the key viewsheds identified for this analysis would have more natural-appearing characteristics. Overall, the landscape would have higher scenic integrity than currently exists with less evidence of human activity over time. The cumulative effects of Alternatives 2, 4, 5, 6, and 7 would be the same.

Alternative 3. The cumulative effects of Alternative 3 would be slightly less impacting to visual quality compared to the cumulative effects described for Alternatives 2, 4, 5, 6, and 7 due to the lack of additions to the NFTS.

Compliance with the Forest Plan and Other Direction

Alternative 1 allows cross country motorized travel, putting visual resources at risk and promotes changes to the landscape in key viewsheds that may not comply with Forest Plan prescribed retention and partial retention VQOs in the long term. All action alternatives would meet the visual resource standards and guidelines outlined in the Forest Plan. All action alternatives have been designed to meet the retention and partial retention VQOs as viewed from the travel routes identified as key viewsheds for this analysis.

Summary of Effects Analysis across All Alternatives for Recreation and Visual Resources

This section summarizes the effects analysis by discussing how well each alternative addresses the recreation and visual resources for each measurement indicator. The following ranks were used in Tables 3.07-18, 19, and 20: A score of 7 indicates the alternative has the least impact for recreation or visual resource measurement indicators. A score of 1 indicates the alternative has the most impact for recreation and visual resource measurement indicator.

Table 3.07-18. Non-motorized Recreation Summary

Indicator	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6	Alt 7
Non-motorized recreation opportunity	1	3	7	6	2	5	4
Impact of proposed changes on the NFTS on neighboring private and federal lands	1	4	7	6	2	3	5
Non-motorized overall ranking	1	3	7	6	2	4	5

Table 3.07-19. Motorized Recreation Summary

Indicator	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6	Alt 7
Motorized recreation opportunity	7	5	1	2	6	4	3
Motorized access to dispersed recreation	7	4	1	3	5	6	2
Motorized overall ranking	7	4	1	2	6	5	3

Table 3.07-20 Visual Resources Summary

Indicator	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6	Alt 7
Relative benefit to visual resources	1	4	7	6	2	3	5

In Table 3.07-18, non-motorized recreation measurement indicators summarized include: non-motorized recreation opportunity and impact of proposed changes to the NFTS on neighboring private and federal lands (dust, noise, use conflicts). Alternative 1 would have the most impact on non-motorized recreation opportunity and the most impact on neighboring private and federal lands and wilderness areas (dust, noise, use conflicts) in that continued cross country motorized travel would have the most impacts on these measurement indicators in the long term. Alternatives 3 and 4 would have the least impact regarding these measurement indicators by providing the most non-motorized recreation opportunity and reducing the impact of proposed changes to the NFTS on neighboring private and federal lands (dust, noise, use conflicts). Alternatives 6 and 7 are about equal in providing the next least reduction in the beneficial effects to non-motorized recreation and impacts on neighboring private and federal lands. Alternatives 2 and 5 would also provide beneficial effects to non-motorized recreation and reduce impacts on neighboring private and federal lands and wilderness areas by prohibiting cross country motorized travel, but less beneficial effects regarding these measurement indicators when compared to the other alternatives

In Table 3.07-19, motorized recreation measurement indicators summarized include: motorized recreation opportunity and amount of motorized access to dispersed recreation. Alternative 1, which would continue to allow cross country motorized travel, would have the least impact regarding these measurement indicators by providing the most motorized recreation opportunity and the most motorized access to dispersed recreation of any alternative. With no route additions or mixed use roads proposed in Alternative 3, this alternative would have the most impacts on these measurement indicators. Alternatives 4 and 7 are tied for second most impact to the motorized indicators, these alternatives would provide moderate additions and access to dispersed recreation. Alternative 2 would impact the motorized indicators less than Alternatives 4 and 7 with additional additions to the NFTS, establishing the greatest amount of "Open Areas," and increased motorized access to dispersed recreation. Finally Alternatives 5 and 6 are relatively equal in regard to motorized recreation and motorized access to dispersed recreation, behind Alternative 1. However Alternative 6 includes the second greatest establishment of "Open Area" acreage, providing this alternative a slight edge when compared to Alternative 5.

Alternative 1 is the worst for addressing compliance with the retention and partial retention VQOs and key viewsheds affected by the proposed NFTS in that continued cross country motorized travel would likely impact retention and partial retention VQOs and the key viewsheds identified for this analysis in the long term. All action alternatives would be beneficial to visual resources in varying degrees by prohibiting cross country motorized travel. All action alternatives would meet retention and partial retention VQOs. Key viewsheds identified for this analysis would not be affected by the proposed NFTS in any action alternative.