
DECISION NOTICE
TRAVEL MANAGEMENT PLAN & FOREST PLAN AMENDMENT
U.S. FOREST SERVICE
REGION 6
UMPQUA NATIONAL FOREST
LANE, DOUGLAS, AND JACKSON COUNTIES, OREGON

BACKGROUND

The 2005 Forest Service travel management rule revised regulations to require National Forests to designate a system of roads, trails, and areas open to motor vehicle use by class of vehicle and, if appropriate, by time of year. These designations will be identified on a Motor Vehicle Use Map (MVUM), and reviewed annually and updated as necessary to reflect changes to the designated system. When designations are made and a MVUM is published, motorized travel off the designated system will be prohibited with some exceptions, such as fire, emergency, law enforcement, written authorizations (permits), and limited administrative use (36 CFR 212.51 (a)).

This Decision Notice takes into account public input received from scoping in 2008 through the objection process during the summer of 2015. Public input received during the 2008 scoping effort led to development of an initial Environmental Assessment (EA) which was issued in 2010. A number of people commented on that initial EA that they would like the Forest Service to consider existing road condition and use in making the Travel Management Decision. Hence, in 2011 the Forest Service completed thousands of field inventories of Maintenance Level 1 roads to ascertain current use and physical limitations of the entrance point on each road. Based on those inventories and informed by the previous work, a new analysis was begun resulting in the current EA. As the Forest received feedback on those initial inventories, we continued to conduct site assessments that further refined our knowledge of the existing condition. Again based on feedback, we walked many of the motorized trails, noting trail and resource condition as well as noting user considerations. In addition the Forest Service inventoried dispersed campsites accessed off the road system and have mapped of their locations. These inventories were used to inform my decision on what roads, trails and areas to designate for motorized use. That knowledge was applied to the analysis and is presented here. This decision also applies knowledge gained from comments received during the recent comment period in the winter of 2014/2015 and the objection process during the summer of 2015.

DECISION

Based upon my review of the Travel Management Plan & Forest Plan Amendment Environmental Assessment (EA) I have decided to implement Alternative 5 (EA pp. 25-26) with

some changes agreed upon during the objection resolution period. The objection process is discussed in detail on page 14 of this decision.

Modifications to Alternative 5 involve changing some motorized trails in Inventoried Roadless Areas (IRAs) to non-motorized use. Some portions of these trails are located outside IRA boundaries. The following table (Table 1) provides the details of these changes.

Table 1. Alternative 5 Motorized Trails in IRAs Changed to Non-Motorized Trails

Trail Name and Number	Length (miles)	IRA
Williams Creek #1513	5.0	Williams Creek
Mace Mountain #1518 portion	1.6	Williams Creek
Mace Mountain #1518 portion	0.7	Williams Creek
Mace Mountain #1518 portion*	0.9	Williams Creek
Mace Mountain #1518 portion	1.2	Williams Creek
Cougar Shelter #1525	0.3	Cougar Bluff
Bulldog Rock #1534	5.1	Bulldog Rock
Rodley Butte #1452 portion	4.3	Mt. Bailey
Rodley Butte #1452 portion	2.9	Mt. Bailey
West Lake #1452A	2.7	Mt. Bailey
Total**	24.7	

* This section of the trail was non-motorized under Alternative 5 in the EA and will remain non-motorized in this Decision.

** The total includes the full length of the Mace Mountain Trail. Considering the .9 mile segment that was non-motorized in the Alternative 5 and the EA, the actual difference between Alternative 5 in the EA and this Decision is 23.8 miles.

This decision will amend the Umpqua Forest Plan and close the Forest to cross-country travel (off or between designated roads, trails and areas). This decision will designate for use by vehicle class and time of year the existing system routes (roads and trails) that have motor vehicle use, and those roads that are currently physically capable of being used by motor vehicles. It includes specific roads, trails and dispersed recreation areas that the public identified as important parts of their traditional motorized use of the Forest. It also responds to public comments by reclassifying certain Maintenance Level (ML) 1 roads and snowmobile trails as ML 2 roads. It co-locates motorized trails on some of the ML 1 roads and makes a subset of them available to all classes of trail vehicles. Twelve ML 1 roads totaling 9 miles will not be designated for motor vehicle use due to natural resource concerns, mainly impassible stream crossings (fords) that involve direct delivery of sediment to the stream channel.

This Decision includes the following specific features:

The Forest Plan will be amended in several sections to close the Forest to cross-country travel to comply with the Travel Management Rule. The full list of amendments is located in Table 5 near the end of this document.

A Motor Vehicle Use Map showing designated roads, trails and areas will be published to replace existing Forest Orders governing motor vehicle use on the Forest. Forest Orders

superseded are listed in Table 6 at the end of this document. Maps of modified Alternative 5 for each District are posted at <http://tinyurl.com/pl3vc55>.

The table below (Table 2) displays a summary of the existing road and trail miles designated in this decision.

Table 2. Roads and Trails Open to Motorized Use

Vehicle Type	Road Miles		Trail Miles	Total
	ML 2-5	ML 1		
Roads open to highway legal vehicles only	385	0		385
Roads open to all vehicles (includes 314 miles of ML 1 roads changed to ML2)	3,408	0		3,408
Trails co-located on ML 1 roads available for all vehicle classes		85		85
Trails co-located on ML 1 roads available for vehicles 50" or less in width		430		430
Trails open to all motor vehicles			6	6
Trails open to vehicles 50" or less			15	15
Trails open to motorcycles			53	53
Total	3,793	515	74	4,382

Maintenance Level 2 Roads

This decision includes the following designations for ML 2 roads. (A mixed use analysis for these roads has been completed and approved concurrently with this decision.)

Roads that are currently classified as ML1 roads with no barriers and functioning as ML 2 roads and receiving use by full-size vehicles will be changed to ML 2 roads and designated for motorized use by all vehicles (approximately 314 miles).

Existing non-system roads that are also National Forest System snowmobile trails receiving use by OHVs and full-size vehicles in the summer months (approximately 12 miles) will be designated as ML 2 roads and available for motorized use by all vehicles from May 1 to November 30. Winter use will not be changed by this decision.

Twenty six (26) existing non-system roads (approximately 3 miles), accessing dispersed recreation sites from the edge of NFS roads, will be added to the road system as ML 2 roads and will be available for motorized mixed use by all vehicles.

Maintenance Level 1 Roads

This decision includes the following designations for ML 1 roads.

Approximately 1,069 segments making up 430 miles of trails co-located on ML 1 roads are being designated as trails open to vehicles 50 inches or less in width. (The 1990 Forest Plan for the Umpqua National Forest allowed for continued use of ML 1 roads as trails open to motorized

travel for vehicles 50” and less in width. In effect a motorized trail was co-located on the ML 1 road system by the Forest Plan.)

ML 1 roads with barriers that are currently receiving use by full-size vehicles will have motorized trails co-located on them and be available for use by all vehicle classes (approximately 85 miles on 194 road segments).

Twelve (12) ML1 roads (9 miles) will **not** be designated for motor vehicle use due to natural resource concerns.

ML1 roads that have motorized trails co-located on them will become part of the National Forest Trail system while also remaining part of the National Forest road system, and will be available for use in conjunction with specific land management activities in the future.

The ML 1 roads and trails currently not designated for motor vehicle use will not be shown on the initial Motor Vehicle Use Map (MVUM). The MVUM will be reviewed, updated as needed and published annually. The updated MVUM will show any new routes the Responsible Official has decided will be open for motorized use, and will not show any routes that are no longer open for motorized use.

Trails

Approximately 74 miles of motorized trails will be designated by class of vehicle and season of use (6 miles for all motor vehicles, 15 miles for vehicles 50” or less in width, and 53 miles for motorcycles).

The total miles include the following specific trails traditionally used by the public for motorized travel that were not covered under the 1994 District access and travel management maps (ATMs).

- An existing non-system trail, approximately 980 feet in length, will be designated as a system trail for OHVs 50 inches or less in width, to connect the Fuller Lake Trail (#1543) to the 3810-380 road.
- An existing trail, Calamut Way (#1454), approximately 2.5 miles long and leading past Calamut Lake, will be designated for use by OHVs 50 inches or less in width for 1.9 miles between the 700 spur of Forest Road 60 road and the second junction of the Calamut Lake Trail (#1494). The remaining 0.6 miles, between the second junction of the Calamut Lake Trail and the junction with Waterbag Way (#1455), will be designated for use by motorcycles. This trail was added to the trail system after the ATM plans were completed in 1994 and is currently receiving use as a motorized trail by the respective vehicles.
- An existing trail, Waterbag Way (#1455), approximately 3.7 miles long, starting at Forest Road 60 and ending at the Calamut Lake Trail (#1494), will be designated for use by motorcycles. This trail was added to the trail system after the ATM plans were completed in 1994 and is currently receiving use as a motorized use by motorcycles.
- An existing trail, Hemlock Remote Camp (#1522C), approximately 0.2 miles long, leading to Hemlock Lake campsites off the Yellow Jacket Loop Trail (#1522), will be designated for use by motorcycles. This trail was added to the trail system after the ATM plans were completed in 1994 and is currently receiving use from motorcycles.

Ten (10) existing motorized trails (approximately 14 miles) shown on the District ATM maps will **not** be designated for motorized use due to poor location, design/physical limitations and/or safety concerns (see Table 3 below). Six (6) existing motorized trails (approximately 25 miles) will **not** be designated for motorized use as a result of the objection resolution process (see Table 4 below).

Table 3. Trails Changing from Motorized to Non-motorized Designation Due to Trail Condition

Trail #	Name	Miles	Comments
1438	Pig Iron	2.5	Trail 1512 is within an IRA.
1442	Upper Potter Mt.	2.9	
1468	Lemolo Falls	1.1	
1475	Fish Creek	2.0	
1503	Grotto Falls	0.3	
1504	Shadow Falls	0.6	
1512	Copeland Creek	2.6	
1532A	Long Ridge	0.9	
1543	Fuller Lake (portion)	0.2	
1585	Acker Rock	0.4	
Total		13.5	

Table 4. Trails Changing from Motorized to Non-motorized Based on Objection Resolution.

Trail #	Name	Miles	Comments
1452	Rodley Butte	7.2	A portion of Trail 1518 (0.9 mile) was non-motorized in Alternative 5 in the EA due to trail condition. The objection resolution included closing the entire length of the trail to motorized travel.
1452A	West Lake	2.7	
1513	Williams Creek	5.0	
1518	Mace Mt.	4.4	
1525	Cougar Shelter	0.3	
1534	Bulldog Rock	5.1	
Total		24.7	Trails 1452, 1452A, 1512, 1513, 1518, 1525, and 1534 are within IRAs.

OHV Use Area

An existing OHV area southeast of East Lemolo Campground and the intersection of the 2614 and 2614-430 roads will be designated to allow motorized use off of designated roads and trails (approximately 2 acres). This decision includes the following specific actions related to designating and monitoring the OHV use area that were agreed upon during the objection resolution process.

Lemolo OHV area will be monitored a minimum of monthly during the summer recreation season (generally May through October) for five years by Umpqua NF recreation personnel. They will drive around roads 445 and 430, as these roads ring the 2 acre ORV open area. This monitoring will verify that unauthorized motorized activity is not taking place outside the open area.

If there is unauthorized activity detected the Forest will employ a variety of management actions to stop the unauthorized use. Actions would range from additional law enforcement patrols, placing additional signs to inform the public the use is unauthorized to placing of physical barriers (rocks and logs) to block unauthorized trails.

Signs will be placed around the open area that clearly list the area behind the sign as closed to OHV use, they will be placed so they clearly show the boundary and additional signs may be added if they are needed based on monitoring.

In addition the Forest will place a sign at Inlet Campground that clearly shows the ORV open area and shows the area around as closed to motorized use.

Corridors

Corridors 300 feet from the edge on either side of some ML 2-5 roads will be designated so existing dispersed recreation sites can be accessed via existing routes only in those corridors. This will involve approximately 487 miles of ML 2-5 roads as shown on the Alternative 5 maps.

Other Features

- The designation of a road or trail for motorized use will include all trailheads, parking lots, and turnouts associated with the road or trail.
- The designation of a trail will include the width of the trail and the distance necessary to allow other users to pass where it is safe to do so without causing damage to NFS resources and facilities.
- Approximately 385 miles of roads and trails that are closed due to overgrown vegetation or otherwise impassible will remain closed.
- The designation of a road will include existing pull-outs to allow for parking of vehicles up to 50 feet from the edge of the road for camping or dispersed recreation (approximate distance it takes for a vehicle with a trailer to get off the road safely). Any damage to natural resources is prohibited under 36 CFR 261.
- Motor vehicle use that is less than approximately 30 feet of any streams, wetlands or water bodies will not be allowed. As such, crossing a stream, wetland or water body on a motor vehicle is prohibited unless on a designated road or trail at a designed crossing location. If any environmental damage is noted, specific sites will be repaired or closed on a case by case basis.
- There are 5 known sites of the 2001 list of Survey and Manage Mollusks (3 chace sideband and 2 Oregon shoulderband sites) within these 300 foot dispersed camping corridors or the 50 foot pull-out areas. Each site will be buffered by a site potential tree height (150 feet) and closed to vehicles through a Forest Order and signing.
- Existing direction for seasonal motorized travel restrictions for big game and peregrine falcons will remain in place for all alternatives. (LRMP pp. IV-132-135).
- Designated routes authorized by this decision may be removed from future revisions of the Motor Vehicle Use Map when changes in physical condition of the route make motorized use unfeasible. They will be shown again when maintenance or conditions change and they are feasible for travel. Conversely, roads may be shown on the Motor Vehicle Use Map that are not feasible for the approved

vehicles. When this is identified, these routes will be treated as listed above on subsequent revisions of the Motor Vehicle Use Map.

DECISION RATIONALE

This decision represents how travel through the Umpqua National Forest will be managed at this point in time. The National Forest System of roads and trails has evolved through time and will continue to do so. Annual updates to the Motor Vehicle Use Map can be made.

As noted earlier, we spent additional years on the planning process to learn more about the public's concerns and their traditional use of the roads and trails, as well as the existing condition of those roads and trails I believe this effort by the public in their continued interaction with us, as well as the time invested by Forest personnel has created a more accurate analysis and informed travel management decision.

Public comments on the EA were noticeably polarized with people clearly divided between those who want more motorized access and those who want less motorized access. Both sides made thoughtful comments based on strong personal values. And both sides often indicated a willingness to make some compromises. People favoring Alternative 5 often stated that while they preferred more access, it was an acceptable compromise. People favoring Alternative 6 often stated that while they would prefer less motorized access, it was an acceptable compromise. While the data shows the only difference between the two alternatives is a 31 mile difference in the availability of people's access to motorized trail opportunities, I believe that difference represents a philosophical difference in how much area of the Umpqua National Forest should be left in a completely non-motorized condition.

I share many of the values expressed by the public. I have a strong passion for dispersed recreation and feel it is critical to maintain access for people to pursue their favorite activities on the Forest. Few people live adjacent to the Forest, and nearly all visits involve some kind of motor vehicle use. I want people to be able to reach the places they love for the full spectrum of recreation activities. I believe it is important to maintain a spectrum of recreation options for people on the Umpqua National Forest, including a variety of motorized uses as well as areas of non-motorized use where users can enjoy an experience which includes more primitive characteristics.

I understand the yearning that people have for solitude and the unique opportunities for quiet recreation that the Forest provides. I also understand the sense of excitement that approaching a mountain on an off-highway vehicle evokes. Both experiences lend people the ability to have that sense of "getting away from it all", which I believe is an important aspect that our National Forests can contribute to the citizens of the US.

Comments we received on the EA indicated that the public tended to favor either Alternative 5 or Alternative 6. It is difficult to make a decision that falls in between the wishes of a polarized public. I am selecting a modified Alternative 5 because it is a compromise between the desires of the various publics, and it resolved the filed objections to the decision by providing more quiet recreation opportunities in many, but not all, Inventoried Roadless Areas.

I recognize the impact this decision has on motorcycle riders. While use of the trails was light and number of riders was small, the motorized experiences provided by these trails were

important to them. I believe that motorcycle trail riding is a valid and important use of National Forest System land. Changing Williams Creek, Mace Mountain, Cougar Shelter, Bulldog Rock, Rodley Butte and West Lake Trails to non-motorized use is a difficult decision for me to make, but I think it is necessary given these same trails are important to large numbers of people interested in quiet recreation. My staff is working with partners, including a motorized trail group to look at other areas of the Forest for potentially developing motorcycle trails.

I was heartened by one of the objectors taking action to help develop proposals for motorcycle recreation opportunities that can help meet the needs of the motorcycle enthusiasts while providing for quiet recreation in most of the Inventoried Roadless Areas. I was equally heartened by a leader of the motorcycle interest groups that was willing to work with one of the objectors towards potentially developing motorcycle trails in areas that would help meet the needs of the motorcycle enthusiasts as well as the objector's desires. It is in this spirit that I believe this decision charters a course for us meet the requirements of the 2005 Travel Management Rule and move forward for the good of us all.

I appreciate the hard work and compromises that everyone has made for us to reach this point. I will endeavor to continue to work with all people interested in the Umpqua National Forest to meet their various needs.

For many people the true test for this decision will be what happens when they go out in the Forest to pursue their favorite activities. I believe that for this point in time the balance and variety of user experiences, both motorized and non-motorized are appropriate. I also believe that this decision meets the intent of the 2005 Travel Rule by allowing motorized travel only on designated routes or within designated areas, and minimizes the risk for unacceptable natural resource effects.

If you find that you have lost motor vehicle access that was important to you, contact your local District office. As stated above, annual updates to the Motor Vehicle Use Map can be made. This decision allows for the 2005 Travel Rule exceptions, such as fire, emergency, law enforcement and limited administrative use. The Travel Management Subpart A analysis did not identify any problems with private land and residence access therefore this decision is not expected to have any effects on private land access. Motor vehicle access associated with permits and agreements will continue under those instruments and is not affected by this decision.

Motorized use of roads and trails on the Forest is currently light, and we are not observing or expecting conflicts or problems with road and trail use included in this decision. While there are a few motorized trails near lodges and homes, the motorized trail use is supported by these adjacent businesses and homeowners.

We will continue our engineering and recreation programs' monitoring, maintenance, and management of roads, trails and areas. If you find damaged roads, trails or resources or if you experience conflicts with other users, contact your local District office. We will also continue to work with these kinds of issues on a case-by-case basis.

This decision meets the purpose and need by amending the Forest Plan to meet the Travel Management Rule and resolve inconsistencies with Forest Service Handbook direction for Maintenance Level 1 Roads. The Travel Management Rule requires that all motor vehicle use off of the designated system of roads, trails, and areas (i.e., cross-country travel) be prohibited (36

CFR 261.13). The amendments to the Umpqua Forest Plan (Table 5 near the end of this document) will change travel management direction from “motorized use open, unless designated as closed” to “motorized use closed, unless designated as open.” Forest Orders, Road Management Objectives (RMOs) and Trail Management Objectives (TMOs) will be revised or rescinded as necessary to be in compliance with the designations made under the Travel Management Rule. Changes to Forest Orders are shown in Table 6 at the end of this document.

The inconsistency between the Umpqua Forest Plan and Forest Service Handbook 7709.59 will be resolved by amending the Forest Plan to change recreation travelway guidance to follow the designations on the Motor Vehicle Use Map (Table 5 near the end of this document lists the Forest Plan Amendments). District Access and Travel Management Plans allowing for use of ORVs 50 inches or less in width on Maintenance Level (ML) 1 roads will be superseded by the Motor Vehicle Use Map (EA pp. 35-36, 44). The decision will further resolve inconsistency by not designating (closing) 12 ML 1 roads (9 miles) due to natural resource concerns, changing 314 miles of ML 1 roads ML 2 roads open to all motor vehicles, and co-locating motorized trails on ML 1 roads (85 miles for use by all vehicle classes and 430 miles for vehicles 50 inches or less in width). The resulting Forest Plan direction and designated transportation system meets Forest Service Handbook direction to close ML 1 roads when not being used for management activities.

This decision minimizes effects to natural resources because it does not add any new routes to the National Forest Transportation System except for 3 miles of ML 2 roads, which were field reviewed by specialists and found to have no resource concerns. The remainder of the designated roads and trails were already part of the National Forest System and were constructed and maintained to road or trail standards. At a minimum, these roads and trails are suitable for the designated uses. In the case of ML 1 roads with co-located as motorized trails, they are “overbuilt” for the use of smaller vehicles. Having the appropriate designations in place provides better integration between the engineering, recreation, and resource programs. Continued monitoring, maintenance and management of roads and trails following Forest Service Handbook direction will ensure that resource effects are minimized and dealt with appropriately if they occur in the future.

This decision minimizes effects to resources because it does not allow new ground disturbance. Any damage to natural resources is prohibited under 36 CFR 261. Effects to aquatic resources are minimized by closing 9 miles of ML 1 roads to motorize use (EA pp. 77-78) and including a 30-foot setback for motor vehicles from streams and waterbodies (EA p. 81). Potential effects to aquatic biota will be minimal and of short duration (EA p. 82). Eliminating cross country travel will be beneficial to wildlife species, and designations will not have direct impacts (EA pp. 98-115). Hazard tree cutting in the camping corridor and along roads and trails will continue to follow Forest Service direction to ensure that danger trees are clearly identified and cut down and that healthy, safe trees are left to provide continued wildlife habitat. Effects of the camping corridor on Survey and Manage Mollusks will be minimized by buffering 5 known sites and closing them to motor vehicles with a Forest Order and signing (Decision section above).

Other Alternatives Considered

Five other Alternatives were analyzed in detail and were considered as follows. Full descriptions of the alternatives are in Ch. 2 of the EA on pp. 20-27.

Alternative 1: No Action

Under this alternative, the Forest Service would not designate a system of roads, trails and areas for motor vehicle use and would not amend the Forest Plan to prohibit motor vehicle use off the designated system and no Motor Vehicle Use Map would be produced. The Forest Plan would not be consistent with the 2005 Travel Management Rule and would allow cross-country travel vehicle use to continue in certain management areas on the Forest.

This alternative was considered but not selected because it would not meet the purpose and need to implement Subpart B of the Travel Management Rule to designate a system of roads, trails and areas open for motor vehicles and publish a Motor Vehicle Use Map. It also would not meet the purpose and need to amend the Forest Plan to close the Forest to cross-country travel.

Alternative 2: Proposed Action

This alternative would amend the Umpqua Forest Plan and close the Forest to cross-country travel. This alternative would designate the existing system routes (roads and trails) that have motor vehicle use, and those roads that are currently physically capable of being used by motor vehicles, but did not show recent use. Approximately 829 miles of trails co-located on ML 1 roads would be designated as motorized trails open to vehicles 50 inches or less in width. Approximately 91 miles of trails being used by motor vehicles would be designated as open to motor vehicle use by class of vehicle.

Existing pull-outs would be designated with the ML 2-5 roads to allow for parking of vehicles up to 50 feet from the edge of the road for camping or dispersed recreation (approximate distance it takes for a vehicle with a trailer to get off the road safely). No new ground disturbance is being authorized.

This alternative was considered but not selected because it does not respond to public comments and on-the-ground evidence of current motor vehicle use of ML 1 roads and motorized trails. In particular, it leaves 829 miles of ML 1 roads open as trails only to vehicles 50 inches and less in width, some of which are currently used by full-size vehicles. This would prevent access to many people who accessed these routes with full-size vehicles. It would leave trails that were added to the system after the ATM plans were completed in 1994 as default non-motorized despite current motorized use on the trails with no resource damage.

Alternative 3

Alternative 3 would amend the Umpqua Forest Plan and close ML 1 roads to motor vehicle use and close trails in Inventoried Roadless Areas (IRAs) to motor vehicle use. This alternative is the same as Alternative 2 with the following *exceptions*:

- No ML 1 roads would be designated for motorized use (approximately 1,185 miles).
- No trails in IRAs would be designated for motorized use (approximately 31 miles).

This alternative was considered but not selected because the road and trail closures would prevent motorized access to many areas traditionally used by the public without resource

damage. While there would be some minor beneficial effects to resources, the continued light use of these National Forest System ML 1 roads is not causing problems that would merit closing them. Continued light motorized use of the trails in Inventoried Roadless Areas would not preclude future Congressional designations affecting land use.

Alternative 4

The Forest received public comments identifying specific roads, trails and dispersed recreation areas that are an important part of their traditional motorized use of the Forest. Alternative 4 was developed to incorporate those routes and areas into the designated system. This alternative would amend the Umpqua Forest Plan and close the Forest to cross-country travel.

Approximately 829 miles of trails co-located on ML 1 roads would be designated as motorized trails open to vehicles 50 inches or less in width. Approximately 110 miles of trails would be designated as open to motor vehicle use by class of vehicle.

Existing pull-outs would be designated with the ML 2-5 roads to allow for parking of vehicles up to 50 feet from the edge of the road for camping or dispersed recreation (approximate distance it takes for a vehicle with a trailer to get off the road safely). No new ground disturbance is being authorized. Corridors 300 feet from the edge on either side of some ML 2-5 roads would be designated so existing dispersed recreation sites could be accessed via existing routes as shown on the Alternative 5 maps.

This alternative was considered but not selected because it does not respond as well to the range of public comments and on-the-ground evidence of current motor use of ML 1 roads. In particular, it leaves 829 miles of ML 1 roads open as trails only to vehicles 50 inches and less in width. This would prevent access to many people who have traditionally accessed these routes with full-size vehicles.

Alternative 6

Alternative 6 is similar to the selected alternative, Alternative 5, except that under this alternative, all or portions of 9 trails, about 31 miles, located in IRAs would not be designated for use by motorized vehicles.

This alternative was not selected, but some features of it were incorporated into this decision as part of the objection resolution process.

The Travel Management Plan & Forest Plan Amendment Environmental Assessment EA documents the environmental analysis and conclusions upon which this decision is based.

PUBLIC INVOLVEMENT

The Forest began pre-scoping for this project in early 2008. The Forest established a travel management website and public comment was solicited through news releases in the local media, brochures, and the website. The project proposal was listed in the Schedule of Proposed Actions (SOPA) in July 2008 and has been posted on the SOPA quarterly since then. Project presentations were made to various organizations, user groups and interested publics. Open houses were held in Cottage Grove and Roseburg, Oregon in July 2008. Based on preliminary issues identified through pre-scoping and coordination with other federal, state, county and other local entities, tribal governments and interested publics, the Forest developed a Proposed Action.

On April 10, 2009 a scoping letter describing the Proposed Action was mailed to about 300 interested members of the public. This information was also posted on the Umpqua National Forest website. Public comment was again solicited through news releases in the *Roseburg News Review*, *The Register Guard* and other media sources, and open houses were held in Cottage Grove and Roseburg in June 2009. Due to the high level of public interest generated by the Proposed Action, the Forest worked closely with interest groups and individuals and extended the public scoping period through September 2009. Alternatives to the Proposed Action were developed based on public comments and issues raised during the scoping process. In March 2010, the Forest sent the EA to over 400 interested members of the public, posted it on the Umpqua National Forest website, and a legal notice was published in the *Roseburg News Review* and *The Register Guard*. Over 150 comments were received during the 30 day comment period. Many public comments suggested a need for further assessment of ML 1 roads and dispersed recreation sites to determine what the current condition was. The Forest Supervisor decided to defer issuing a Decision Notice until additional field information was collected.

From summer 2011 through fall 2013, field inventories of entrance points to ML 1 roads, some forest system trails, and known dispersed recreation sites were conducted. For the entrance points to ML 1 roads, information was gathered on the type and effectiveness of barriers at the entrance points, whether the road was overgrown with vegetation or otherwise impassable, whether or not the road was receiving vehicle use, and if so, what was the largest vehicle using the road. Field inventories of the trails identified for motor vehicle use by District ATM maps and other trails known to be receiving motor vehicle use were conducted to determine if motor vehicle use was occurring, and if so, by which class of motor vehicle, and whether natural resource damage was occurring. Field inventories of known dispersed recreation sites were conducted to determine if use was occurring at these sites.

Based on the field inventories, the existing condition was updated, and the Forest Supervisor decided to revise the Proposed Action and alternatives. The effects of the alternatives were analyzed and documented in a revised EA.

The revised 2014 EA was mailed and emailed to interested members of the public, posted on the Umpqua National Forest website, and a legal notice was published in the *Roseburg News Review* on December 16, 2014. Open houses were held in Glide, Cottage Grove, Canyonville and Roseburg.

During the EA comment period over 950 emails, letters and comment cards were received. Some were form emails (over 760 from Oregon Wild members, 70 very similar comments to Oregon Hunters Association's letter, 10 similar comments from X-treme Offroaders 4x4 club members). Comments ranged from simply indicating a preference for an alternative to extremely detailed comments on specific roads and trails. All comments were read and considered. A report on how comments were considered is in the project record and posted on the project website.

The Forest consulted with the following agencies throughout the development of the EA: Willamette, Deschutes, and Rogue River National Forests; Roseburg and Medford Bureau of Land Management; US Fish and Wildlife Service; US Congressional Representatives; Oregon Department of Fish and Wildlife; State Historic Preservation Office; and County Commissioners. For further information about how these parties were involved see Chapter 4 of the EA, starting on page 164.

The Confederated Tribes of Grand Ronde, Confederated Tribes of Siletz and the Cow Creek Band of Umpqua Tribe of Indians were informed of the project during initial scoping. Comments were received from the Cow Creek Band of Umpqua Tribe of Indians regarding access to traditional use areas. The Forest Service will work with the Tribes on an ongoing basis regarding their access needs.

The Forest worked with objectors, representatives of motorized recreation groups that attended the objection resolution meeting and Douglas County to reach the final resolution to objections. The objection process is discussed on page 14 of this decision.

FINDINGS REQUIRED BY OTHER LAWS AND REGULATIONS

This decision is consistent with all current and applicable law, regulation, and policy, as described below:

National Forest Management Act (1976) - The Forest Service is complying with the provisions of this law by designing the project to meet Standards and Guidelines of the Forest Plan and its amendments and to amend the Forest Plan to eliminate cross country travel (EA p. 6). Amendments are listed in Table 5 near the end of this document.

LRMP Standards and Guidelines- This decision is consistent with the Umpqua National Forest Plan (USDA, 1990), as amended, including the Record of Decision for Amendments to Forest Service and Bureau of Land Management Planning Documents Within the Range of the Northern Spotted Owl (Northwest Forest Plan) (USDA, 1994). All applicable Forest Plan standards and guidelines are listed and discussed throughout Chapter 3 of the EA. This decision also amends the Forest Plan several sections to close the Forest to cross-country travel to comply with the Travel Management Rule. The full list of amendments located in Table 5 near the end of this document.

LRMP Management Indicator Species (MIS) - The Umpqua LRMP (USDA 1990) designated seven species, and one group of species (cavity nesters) as Management Indicator Species, all of which are present in the analysis area (EA, pg. 105, Table 44). Consistent with the LRMP, the effects determinations for each of these species are analyzed in Chapter 3 of the EA beginning on page 106.

2005 Travel Management Rule 36 CFR 212, Subpart B - This project is designed to comply with the provisions of this regulation by amending the Forest Plan and developing a Motor Vehicle Use Map that ends cross-country travel and associated route proliferation. The scope of the analysis complies with this rule. This decision meets the purpose and need to comply with the rule as discussed above in the Rationale section.

Clean Water Act – This decision complies with this law and its implementing regulations and policies (EA, Ch. 3, p 66-68). The project includes mitigation to minimize impacts to water quality.

NWFP Aquatic Conservation Strategy (ACS) - Based on the project level evaluation of the environmental effects documented in the EA, I find that the project is consistent with and does not prevent attainment of the nine objectives of the Aquatic Conservation Strategy (ACS) as

described in the 1994 Record of Decision for Amendments to Forest Service and Bureau of Land Management Planning Documents within the Range of the Northern Spotted Owl (EA, p. 90).

Migratory Bird Act and Bald and Golden Eagle Protection Act—This project will not contribute to a negative trend in viability on the Umpqua National Forest for Bald Eagles (EA, p. 109). The action alternatives are consistent with the Migratory Bird Treaty Act, Executive Order 13186, and the Forest Service and USFWS MOU to strengthen migratory bird conservation on Forest Service lands (EA, p. 119).

Endangered Species Act – This project may affect, but is not likely to adversely affect the threatened northern spotted owl and designated critical habitat. Consultation under the Endangered Species Act has been completed. A Biological Assessment (BA) for this project was prepared and was submitted to US Fish and Wildlife Service in February. A concurrence letter was received March 27, 2015.

National Historic Preservation Act- No consultation was required because none of the proposed actions are considered an undertaking subject to NHPA Section 106 compliance; in accordance with the Region 6 Programmatic agreement: USDA Forest Service Policy for Section 106 of the NHPA Compliance in Travel Management: Designated Routes for Motor Vehicle Use (2005). Motor vehicles can already use NFTS roads. Allowing or prohibiting non-highway vehicle use will have no direct, indirect, or cumulative effect on cultural resources (EA, p. 155).

Executive Order (EO) 11644 (1972), as amended by EO 11989 (1977) and revised 36 CFR §212 -outline the Forest Service’s responsibilities to “...establish policies and provide for procedures that will ensure that the use of off-road vehicles on public lands will be controlled and directed so as to protect the resources of those lands, to promote the safety of all users of those lands, and to minimize conflicts among the various uses of those lands.” The prohibition of motorized travel off the designated system of roads and trails is consistent with the intent of these orders.

Development of this Environmental Assessment (EA) is in accordance with implementation regulations of National Forest System Land Management Planning (36 CFR 219), Project-Level Pre-decisional Administrative Review Process (36 CFR 218), and Council of Environmental Quality, National Environmental Policy Act (40 CFR 1500-1508).

A Finding of No Significant Impact (FONSI) and EA were considered. I determined these actions will not have a significant effect on the quality of the human environment, and an Environmental Impact Statement (EIS) will not be prepared.

ADMINISTRATIVE REVIEW

Two objections were received during the objection period. One was from Susan Applegate. The other was from Cascadia Wildlands (lead objector) and Umpqua Watersheds, Klamath-Siskiyou Wildland Center, Oregon Wild, and WildEarth Guardians.

An objection resolution meeting was held on August 5, 2015. Notes are posted at <http://www.fs.usda.gov/project/?project=25671>. During that meeting the Forest Supervisor offered to change three motorized trails to non-motorized. Further discussions with the objectors led to the final resolution listed in Table 1. The objectors withdrew their objections, therefore the

Deputy Regional Forester set aside the objections without further review (letters dated September 8 and September 11, 2015 posted at

http://www.fs.fed.us/objections/objections_list.php?r=110615

IMPLEMENTATION

Implementation of this project will occur when the Motor Vehicle Use Map (MVUM) is published this winter.

CONTACT

For additional information concerning this decision, contact: Jane Beaulieu, Environmental Coordinator; Umpqua National Forest, 2900 NW Stewart Parkway, Roseburg, OR 97471; Phone: (541) 957-3466; Email: jbeaulieu@fs.fed.us.



Alice Carlton

Date

Forest Supervisor

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Table 5. Amendments to the Forest Plan included in this Decision

Citation	Existing Forest Plan Language	Proposed Forest Plan Language
Forestwide Multiple-Use Resource Management Standards and Guidelines: Recreation		
p. IV-16	Provide opportunities for ORV use on appropriate National Forest System Lands. The use of off-road vehicles on the Forest shall conform to the guidance in EO 11644 as amended by EO 11989 (FSM 2355.01) and Appendix F.	<p>Wheeled motorized travel is allowed only on designated roads, trails and areas and will be identified on the Forest’s Motor Vehicle Use Map (MVUM) by type of vehicle and time of year. Travel off of the designated system of routes by any type of motorized vehicle is prohibited.</p> <p>The following vehicles and uses are exempt from these designations:</p> <ul style="list-style-type: none"> • Aircraft • Watercraft • Over-snow vehicles • Limited administrative use by the Forest Service • Use of any fire, military, emergency, or law enforcement vehicle for emergency purposes. • Authorized use of any combat or combat support vehicle for national defense purposes. • Law enforcement response to violations of law, including pursuit. • Motor vehicle use that is specifically authorized under a written authorization issued under Federal law or regulations. • Use of a road or trail that is authorized by a legally documented right-of-way held by a State, county or other local public road authority. <p>Motorized travel off the designated system for other government entities on official business, contractors, leasees, permittees, and others with valid access rights will require written authorization from the Forest Supervisor or District Rangers in their respective Districts. This may be in the form of a contract, lease, permit, or other type of waiver as required to recognize valid rights of access.</p> <p>An exception is allowed for the limited travel off of the designated system by motor vehicles solely for the purpose of dispersed camping on existing routes only within 300 feet of certain designated routes as displayed on the MVUM. This exception may be administratively applied in appropriate locations within any Management Area unless specifically noted or unless all motorized access is prohibited.</p>
p. IV-18	ORV opportunities will be directed towards blocked roads, developed trails, the OCRA, and dispersed unroaded recreation management areas.	Omit

Citation	Existing Forest Plan Language	Proposed Forest Plan Language
Forestwide Multiple-Use Resource Management Standards and Guidelines: Transportation		
p. IV-84	Some closed roads (Maintenance Level 1) may be converted to other uses such as all-terrain vehicle (ATV) routes.	Some closed roads (Maintenance Level 1) may be converted to other uses such as off-highway vehicle (OHV) routes.
Management Area 5: Oregon Cascades Recreation Area		
p. IV-116	Motorized use, both summer and winter, are encouraged on and off trails in the areas assigned to A1-IV.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
Management Prescriptions		
Rx A1-I p. IV-144	Offroad vehicles are prohibited.	No Change
Rx A1-IV p. IV-146	ORV use is encouraged on roads and trails	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
Rx A1-V p. IV-148	Summer ORV use is not permitted.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
Rx A3-I p. IV-150	ORV use is accepted consistent with other, more restrictive prescriptions.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
Rx A4-I p. IV-152	Within developed sites, ORV use will be restricted to designated routes except as noted in applicable CFR.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
A4-II p. IV-154	Motorized use over snow only, otherwise non-motorized.	No Change
A4-III p. IV-156	ORV use will normally be limited to access purposes except as stipulated in appropriate CFRs.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
A4-IV p. 157	ORV use will normally be limited to access purposes except as stipulated in appropriate CFRs.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
A4-V p. IV-159	Not Addressed	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
A5-II p. IV-161	ORV use will be restricted to roads and parking areas.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
B1-II p. IV-162	Mechanized equipment, including mountain bikes, is not allowed.	No Change
B1-III p. IV-164	Mechanized equipment, including mountain bikes, is not allowed.	No Change
C1-I p. IV-166	ORV use is not allowed	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
C1-II p. IV-167	Do not permit ORV use off trails year-round; discourage ORV use on roads and trails April 1 to August 15.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
C2-I p. IV-169	ORV use is not permitted except on designated, hardened trail prisms.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.

Citation	Existing Forest Plan Language	Proposed Forest Plan Language
C2-II p. IV-171	ORV use is not permitted except on designated, hardened trail prisms.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
C2-III p. IV-174	ORV use is not permitted except on designated, hardened trail prisms.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
C2-IV p. IV-176	ORV use is not permitted except on designated, hardened trail prisms.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
C2-V p. IV-179	ORV use is not permitted except on designated, hardened trail prisms.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
C2-VI p. IV-181	ORV use is not permitted except on designated, hardened trail prisms.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
C2-VII p. IV-183	ORV use is not permitted except on designated, hardened trail prisms.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
C2-VIII p. IV-186	ORV use is not permitted except on designated, hardened trail prisms.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
C2-IX p. IV-188	ORV use is not permitted except on designated, hardened trail prisms.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
C2-X p. IV-190	ORV use is not permitted except on designated, hardened trail prisms.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
C3-I p. IV-192	No new trails or other recreation facilities will be constructed within 1.5 miles of nest site. ORV use closed during January 1 – July 31.	No new trails or other recreation facilities will be constructed within 0.5 miles of nest site. Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
C3-II p. IV-193	Not Addressed	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
C4-I p. IV-195	No ORV use December 1 – April 30.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
C4-II p. IV-197	No ORV use December 1 – April 30.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
C4-III p. IV-199	No ORV use December 1 – April 30.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
C5-I p. IV-200	ORV use permitted in unroaded dispersed recreation and OCRA management areas consistent with the direction for these management areas. ORV use not permitted in other areas.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.

Citation	Existing Forest Plan Language	Proposed Forest Plan Language
C5-III p. IV-202	ORV use permitted in unroaded dispersed recreation and OCRA management areas consistent with the direction for those management areas.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
C5-V p. IV-203	ORV use permitted, consistent with soils standards and guidelines.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
C5-VI p. IV-204	ORV use permitted.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
C5-VII p. IV-206	ORV use is permitted.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
C5-VIII p. IV-207	ORV use is permitted.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
C5-IX p. IV-209	ORV use is permitted.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
C5-X p. IV-210	ORV use permitted.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
E1-I p. IV-211	ORVs permitted except when closed by Forest order.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
E1-II p. IV-213	ORVs permitted except within plantations or other sensitive areas, or when closed by Forest order.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
E1-IV p. IV-214	ORVs permitted except when closed by Forest order.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
E1-V p. IV-216	ORVs permitted except when closed by Forest order.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
E2-I p. IV-217	ORVs are allowed for administrative purposes only, as approved by the Forest Supervisor.	Motor vehicle use off the designated system is allowed for administrative purposes only, as approved by the Forest Supervisor.
E2-II p. IV-219	ORVs are allowed for administrative purposes only, as approved by the Forest Supervisor.	Motor vehicle use off the designated system is allowed for administrative purposes only, as approved by the Forest Supervisor.
E3-I p. IV-220	Not Addressed	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
F1-II p. IV-221	Vehicle travel off roads should be prohibited.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
J1-II p. IV-223	ORVs will generally be permitted, except in Hardesty Mountain Area.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.

Citation	Existing Forest Plan Language	Proposed Forest Plan Language
Appendix E: Oregon Cascades Recreation Area Management Plan		
OCRA p. E-13	Motorized use on and off roads and trails may be allowed in designated areas.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
OCRA p. E-18	Motorized use is prohibited, with the exception of over-the-snow use. Special orders will specify the terms of area and seasonal closures to motorized use.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
OCRA p. E-19	Motorized use on and off roads and trails may be allowed in designated areas.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
OCRA p. E-21	Motorized use is prohibited year-round, and the zone will be closed to such use by special order.	Use of wheeled motor vehicles off the designated system or inconsistent with the designations displayed on the MVUM is prohibited.
Appendix F: Recreation Travelway Management Guide		
RTMG p. F-3	Use of Table F – 1, “Recreation Travelway Management Guide	Omit Section
RTMG p. F-4	Terms, Definitions and Methods for Accomplishment as Shown in Table F - 1	Omit Section
RTMG p. F-5 to F-8	Table F -1 Recreation Travelway Management Guide	<p>Wheeled motorized travel is allowed only on designated roads, trails and areas and will be identified on the Forest’s Motor Vehicle Use Map (MVUM) by type of vehicle and time of year. Travel off of the designated system of routes by any type of motorized vehicle is prohibited.</p> <p>The following vehicles and uses are exempt from these designations:</p> <ul style="list-style-type: none"> • Aircraft • Watercraft • Over-snow vehicles • Limited administrative use by the Forest Service • Use of any fire, military, emergency, or law enforcement vehicle for emergency purposes. • Authorized use of any combat or combat support vehicle for national defense purposes. • Law enforcement response to violations of law, including pursuit. • Motor vehicle use that is specifically authorized under a written authorization issued under Federal law or regulations. • Use of a road or trail that is authorized by a legally documented right-of-way held by a State, county or other local public road authority. <p>Motorized travel off the designated system for other government entities on official business, contractors, leasees, permittees, and others with valid access rights will require written authorization from the Forest Supervisor or District Rangers in their respective Districts. This may be in the form of a contract, lease, permit, or other type of waiver as required to recognize</p>

Citation	Existing Forest Plan Language	Proposed Forest Plan Language
		<p>valid rights of access.</p> <p>An exception is allowed for the limited travel off of the designated system by motor vehicles solely for the purpose of dispersed camping on existing routes only within 300 feet of certain designated routes as displayed on the MVUM. This exception may be administratively applied in appropriate locations within any Management Area unless specifically noted or unless all motorized access is prohibited.</p>

The following is a list of Forest Orders pertaining to motor vehicle use on the Umpqua National Forest, including what orders will change under the Travel Management Plan. Of this list, portions of the Forest Orders that do not pertain to motor vehicle use restrictions covered by the Motor Vehicle Use Map will be reissued and become effective on date of the new orders.

Table 6. Changes to Forest Orders Related to Motor Vehicles

Order Number	Date of Order	District - Prohibitions	Changes during TMP Implementation
3	4/22/1986	Diamond Lake - Prohibits use of motor vehicles off of Forest Development Roads (Diamond Lake Recreation Area) when snow depth is less than two feet.	The Travel Management Plan will supersede portions of this order. The remaining portions will be reissued.
5	10/4/1977	Diamond Lake - Prohibits use of motor vehicles off of specific Forest Development Roads yearlong, seasonally (12/1 - 4/30), and when snow depth is less than two feet.	The Travel Management Plan will supersede this order.
9	6/8/1984	Diamond Lake - Prohibits use of motor vehicles off of Forest Development Roads (Lemolo Lake Recreation Area) seasonally (4/1 - 10/31).	The Travel Management Plan will supersede portions of this order. The remaining portions will be reissued.
14	2/15/1996	Cottage Grove - Prohibits use of motor vehicles on road 1700-420 (Rujada Campground) seasonally (11/15 - 5/15).	The Travel Management Plan will supersede this order.
24	9/28/1988	Cottage Grove - Prohibits use of motor vehicles on specific Forest Development Roads (Layng Creek Municipal Watershed) yearlong and seasonally (10/1 - 5/31).	The Travel Management Plan will supersede this order.
51	3/18/1983	Diamond Lake - Prohibits use of non-highway legal motor vehicles on Forest Development Roads 4795-000 (Diamond Lake loop) and 2610-000 (Lemolo Lake loop) when managed as public roadways under state law.	The Travel Management Plan will supersede this order.
60	9/28/1988	North Umpqua - Prohibits use of motor vehicles on specific Forest Development Roads seasonally (12/1 - 4/30).	The Travel Management Plan will supersede this order.
69	3/15/1988	Cottage Grove - Prohibits use of motor vehicles on Forest Development Trail 1403 (Brice Creek), 1403.1 (Cedar Creek spur), and Cedar Creek bridge.	The Travel Management Plan will supersede portions of this order. The remaining portions will be reissued.
123	5/24/2002	Diamond Lake - Prohibits use of motor vehicles, other than aircraft, on Toketee Airstrip.	The Travel Management Plan will supersede this order.

Order Number	Date of Order	District - Prohibitions	Changes during TMP Implementation
124	5/24/2002	Diamond Lake - Prohibits use of motor vehicles off road in Big Camas Meadow.	The Travel Management Plan will supersede this order.
169	9/5/2002	Tiller - Prohibits motorized and non-motorized traffic on Rocking R Ranch Bridge.	The Travel Management Plan will supersede this order.
203	3/16/2005	Diamond Lake - Prohibits the use of motor vehicles on Forest Development Winter Trails and specific Forest Development Roads when posted on the ground.	The Travel Management Plan will supersede portions of this order. The remaining portions will be reissued.
204	4/1/2005	Forest Wide - Prohibits the use of motor vehicles on specific Forest Development Trails and Roads when posted on the ground.	The Travel Management Plan will supersede portions of this order. The remaining portions will be reissued.
228	7/23/2008	Prohibits possessing or using a vehicle in the Mt. Thielsen Wilderness.	The Travel Management Plan will supersede portions of this order. The remaining portions will be reissued.
229	7/23/2008	Prohibits possessing or using a vehicle in the Rogue-Umpqua Divide Wilderness.	The Travel Management Plan will supersede portions of this order. The remaining portions will be reissued.
323	12/9/2013	Prohibits operating a vehicle in violation of any official traffic control device or in violation of state law. Prohibits operating a vehicle carelessly or recklessly. Prohibits parking or leaving a vehicle in violation of a posted sign.	This order will not be changed.